

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XVIII. No. 10.

CHICAGO, ILL., MAY 25, 1907.

PRICE \$1.50 PER YEAR.  
TEN CENTS PER COPY.

## TAX-FREE DENATURED ALCOHOL

Its Bearing Upon Corn Prices.  
Its benefit to the Agricultural Industry.

A pamphlet sent upon  
receipt of 10c in stamps.

E. W. WAGNER, 99 Board of Trade, CHICAGO

## Babcock & Hopkins

Shippers of

CORN RYE

OATS White and Mixed  
Clipped and Natural

Rensselaer, Ind.

## R. S. McCAGUE

Buyer and Receiver of

**Corn Hay**  
**Oats**

202-204 Grain  
Exchange Building

If you wish our card  
bids write for them.

PITTSBURG, PA.

Established 1875

## P. B. & C. C. MILES

Grain Commission Merchants

Rooms 36 and 37 Chamber of Commerce  
PEORIA, ILL.

Consignments Have Personal Attention.

ESTABLISHED 1880

JAMES E. BENNETT

## Thos. Bennett & Co.

Grain Commission

CONSIGNMENTS AND FUTURE  
ORDERS SOLICITED

CHICAGO

## Tyng, Hall & Co.

GRAIN  
COMMISSION

Correspondence Solicited Peoria, Ill.

CLARK FAGG

A. K. TAYLOR

## FAGG & TAYLOR

Grain Merchants

BARLEY MILWAUKEE

One of our contented shippers



R U I — If not, Y

PITT BROS. CO.

GRAIN

BALTIMORE



## Wheat Corn Rye

J. A. Manger & Co.

313 Chamber of Commerce

BALTIMORE

MARYLAND

E. Gerstenberg

A. Gerstenberg

## GERSTENBERG & CO.

COMMISSION MERCHANTS

CHICAGO

SEEDS

WHEAT, OATS, CORN

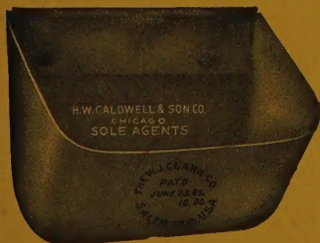
BARLEY

A SPECIALTY

DUDLEY M. IRWIN

# BARLEY

1117 Chamber of Commerce Bldg., Buffalo, N.Y.



## Genuine Salem Buckets

are light, serviceable, correctly-shaped. Enter the material easily, carry maximum load and empty clean. Gauges of steel suitable for handling any material. Made only by W. J. Clark Co., Salem, Ohio. Imitations are no cheaper. Look for the Clark stamp. We are Exclusive Agents. Large stock, prompt shipments. Special Catalogue.

**H. W. Caldwell & Son Co.** Western Ave. Chicago  
17th - 18th St.

New York City, 95 Liberty St.

Woodward, Wight & Co., Ltd., New Orleans



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Botts & Co., Thos. H., grain, seeds, hay.\*  
 England & Co., Chas., grain, hay.\*  
 Fahy & Co., John T., grain, hay, seeds.\*  
 Frisch & Co., J. M., grain, hay, seeds.\*  
 Hammond, Snyder & Co., receivers, exporters.\*  
 Hax & Co., G. A., grain, hay, seeds.\*  
 Hoppe, William, Grain & Hay Co., grain.\*  
 Johnston Co., Thos., grain receivers.  
 Kirwan Bros. Grain Co., grain and hay.\*  
 Manger & Co., J. A., grain, seeds, hay.\*  
 Mueller Co., Louis, receivers and exporters.\*  
 Pitt Bros. Co., receivers, shippers.\*  
 Richards & Hammond, grain receivers.  
 Scarlett & Co., Wm. G., dealers in field seeds.

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BERNE, IND.

Berne Grain & Hay Co., grain and hay shippers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain and feed shippers.

## BOSTON, MASS.

H. L. Buss Co., receivers and shippers.

## BUFFALO, N. Y.

Alder & Stofor, grain commission.  
 Buffalo Cereal Co., grain.\*  
 Burns Bros., grain commission.\*  
 Churchill Grain & Seed Co., buyers, shippers.  
 Electric Elevator & Milling Co., gr., millfl., hay.\*  
 Gallagher, Wm. B., salvage grain.  
 Heathfield, W. G., strictly commission.  
 Irwin, Dudley M., barley.\*  
 Oneonta Milling Co., jobbers of mill feed.  
 Pratt & Co., grain commission.\*  
 Rubins Bros., grain receivers and shippers.\*  
 Townsend & Ward, grain commission.  
 Waters, Henry D., grain commission.  
 Yantis, S. W., grain and feed.

## CAIRO, ILL.

Cairo Milling Co., buyers of wheat.  
 Cunningham, Chas., grain receiver and shipper.  
 Gibbons & Co., F., hay and grain.  
 Halliday Milling Co., H. L., grain.\*  
 Hastings Co., Samuel, grain.  
 Howe & Bro., C. M., grain and hay.  
 Pink & Co., grain receivers and shippers.  
 Redman, Marge & Co., grain.\*  
 Thistlewood & Co., grain and hay.

## CARROLL, IA.

Whitney, J. B., grain broker, track buyer.\*

## CEDAR FALLS, IA.

Bryant & Sons Co., W. A., grain brokers.

## CHASE CITY, VA.

Penck, W. B., commission broker.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
 Armour Grain Co., grain buyers.\*  
 Bartlett, Fraser & Carrington, grain.\*  
 Bennett & Co., Thos., receivers, shippers.\*  
 Crighton & Co., grain commission.\*  
 Dickinson Co., The, Albert, seeds.  
 Dole & Co., J. H., grain and seeds.  
 Elmore, E. W., grain buyer, shipper.  
 Finney, Sam., commission.\*  
 Fraser Co., W. A., grain commission.\*  
 Freeman Bros. & Co., grain, hay, straw.  
 Gerstenberg & Co., grain, seeds.\*  
 Harney & Co., J. A., hay and straw.  
 Hooper Grain Co., receivers, shippers.  
 Hunter, W. W. & O. L., grain and feed.\*  
 Lake & Co., W. H., commission receivers.  
 Lamson Bros. & Co., consignments solicited.  
 Lucius & Dyckman, grain commission.  
 Marshall, Frank, salvage grain.  
 Merchants Grain Co., commission merchants.  
 Merritt & Co., W. H., grain, seeds.\*  
 Norris & Company, grain, merchants.  
 Pevray Grain Co., receivers, shippers.\*  
 Perrine & Co., W. H., grain and commission.  
 Rogers & Bro., H. W., grain and seeds.\*  
 Rosenbaum Bros., receivers, shippers.\*  
 Rumsey & Company, grain commission.\*  
 Savern, A. R., grain commission.\*  
 Schiffin & Co., P. H., commission.\*  
 Shaffer & Co., J. C., buyers and shippers.\*  
 Thayer & Co., Clarence H., commission.  
 Wagner, B. W., receiver and shipper.\*  
 Ware & Leland, grain, seeds.\*  
 Wetmore & Co., H. D., grain buyers.  
 Winans, F. E., grain and seeds.  
 Wright, Robert & Co., commission merchants.  
 Young & Nichols, grain commission.\*

## CINCINNATI, O.

Bills & Fleming, grain and hay.\*  
 Interstate Grain Co., receivers and shippers.\*  
 London & Co., receivers and shippers.\*  
 Southern Grain Co., grain merchants.  
 The Baily & Daniel, grain and hay.\*  
 The Gale Bros. Co., grain, hay, mill feed.\*

## CLEVELAND, O.

Bennett, Walter A., grain, hay, mill feed.  
 Strauss & Co., H. M., grain, seeds, hay.  
 Union Elevator Co., grain, hay, straw.

## COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

## COLUMBUS, O.

McCord & Kelley, track buyers.  
 Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. L., grain dealer.

## DENVER, COLO.

The Ady & Crowe Mercantile Co., grain, hay.\*

## DULUTH, MINN.

Rich, J. S., dir. in grain, flour, millstuffs.

## DETROIT, MICH.

Caughy & Carran, grain and seed dealers.

## EVANSVILLE, IND.

Bartlett, Kuhn & Co., receivers and shippers.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEXAS.

Kolp, E. R. & D. C., millers, grain, seed dealers.

## FREMONT, NEB.

Nye-Schneider-Fowler Co., grain dealers.

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.

## INDIANAPOLIS.

Bassett Grain Co., The, grain and commission.  
 Beach-Reever Grain Co., grain receivers.  
 Davis & Co., A. C., grain commission.  
 Ernst-Davis Grain Co., commission.  
 Goffe & Carlsner, grain commission.  
 Hinds & Lint Grain Co., receivers, shippers.\*  
 Missouri Grain Co., grain merchants.  
 Moore-Lawless Grain Co., grain receivers.  
 Snodgrass, Steele & Co., grain and seeds.  
 Strong Grain Co., H. L., commission merchants.\*  
 Thresher Fuller Grain Co., grain commission.  
 Vanderall-Lee Co., grain commission.

## JACKSON, MICH.

McLaughlin, Ward & Co., grain and seeds.

## JACKSONVILLE, FLA.

Champlain, Guy B., grain broker.

## KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.  
 Beach-Reever Grain Co., grain receivers.  
 Davis & Co., A. C., grain commission.  
 Ernst-Davis Grain Co., commission.  
 Goffe & Carlsner, grain commission.  
 Hinds & Lint Grain Co., receivers, shippers.\*  
 Missouri Grain Co., grain merchants.  
 Moore-Lawless Grain Co., grain receivers.  
 Snodgrass, Steele & Co., grain and seeds.  
 Strong Grain Co., H. L., commission merchants.\*  
 Thresher Fuller Grain Co., grain commission.  
 Vanderall-Lee Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recvs. & shprs., grn.  
 Brandeis & Son, A., receivers and shippers.  
 Callahan & Sons, grain receivers and shippers.  
 Schuff & Co., A. C., grain and hay.\*  
 Verboeff & Co., H., receivers and shippers grain.\*

## MEMPHIS, TENN.

Brown & Co., W. P., grain and hay dealers.\*  
 Davis & Andrews, grain dealers.\*  
 Edgar Grain Co., J. B., receivers and shippers.\*  
 Jones & Co., T. B., grain dealers.\*  
 Kolp, E. R. & D. C., millers, grain, seed dealers.  
 McLaughlin Coal & Grain Co., grain and hay.  
 Pease & Dwyer Co., receivers and shippers.  
 Wade & Sons, John, grain and hay commission.

## MILWAUKEE, WIS.

Bartlett & Son Co., L., grain commission.\*  
 Fagg & Taylor, grain merchants.

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
 Marfield, Teasre & Noyes, grain commission.\*  
 McLaughlin, Bills & Co., grain commission.\*  
 Van Dusen-Harrington Co., commission.\*  
 Welch Co., E. L., grain commission.

## MONTGOMERY, ALA.

United Selling Co., Inc., wholesale brokers.\*

## NASHVILLE, TENN.

Douglas & Co., Byrd, buyers of grain, hay.  
 Miller & Co., grain commission.  
 Rose, Caswell E., grain receiver and shipper.  
 Samuels, R. M., grain, hay, salt, commission.  
 Tyner & Co., John A., receivers, shippers, grain, hay.

## NEW ORLEANS, LA.

Benedict Commission Co., Ltd., hay commission.  
 Clark, Thomas J., grain broker.

## NEWPORT NEWS, VA.

Dabney Brokerage Co., grain, hay, produce.

## NEW YORK CITY.

Forbell & Tilson, grain commission.\*  
 Jones & Morey Co., grain brokers.\*  
 Morris & Co., Chas. B., grain, feed, hay.  
 Reinhardt & Co., Geo. N., grain and hay.

## OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., millers, grain, seed dealers.

## OMAHA, NEB.

Cavers-von Dorn Eltr. Co., grain dealers.  
 The Updike Grain Co., grain dealers.  
 Thompson Grain Co., grain dealers.  
 Trans-Mississippi Grain Co., grain dealers.

## PEORIA, ILL.

Feltman, C. H., grain commission.  
 Miles, P. B. & Co., grain commission.\*  
 Roberts, Moschel & Moselman, grain commission.  
 Tyng, Hall & Co., grain commission.\*  
 Van Tassel Grain Co., receivers, shippers.\*

## PHILADELPHIA, PA.

Barling, M. F., grain and mill feed.  
 Delp & Co., Edmund E., grain receivers.  
 Miller & Sons, L. F., grain, seeds, hay.  
 Pultz & Co., J. B., grain and feed.  
 Richardson Bros., grain, flour, mill feed.  
 Rogers & Co., E. L., grain, hay.\*  
 Woolman & Co., S. C., receivers and shippers.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer of grain, hay, straw.

## PITTSBURG, PA.

Foster, C. A., grain, hay, feed.\*  
 Graham & Son, Jas., grain, hay, mill feed.  
 Kell & Son, F., grain, hay, feed.  
 McCaffrey's Sons Co., Daniel, grain, hay.\*  
 McCague, R. S., grain, hay.\*

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
 Fairbank & Co., S. G., grain, hay, seeds.\*

## ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
 Connor Bros. & Co., grain commission.\*  
 Eaton, McClellan & Co., grain commission.\*  
 Goffe & Carlsner Co., grain commission.\*  
 Nanson Commission Co., grain commission.\*  
 Seele Brothers Grain Co., grain.  
 Sherry-Bacon Grain Co., grain commission.

## SPRINGFIELD, ILL.

Brainerd & Wiggins, grain dealers.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.

## TOLEDO, O.

Coon, J. J., grain and seed receivers.  
 DeVore & Co., H. W., grain, seeds.  
 Goemann Grain Co., grain buyers.\*  
 King & Co., C. A., grain, clover seed.\*  
 McCabe & Co., G. B., grain and seeds.  
 Morehouse & Co., W. H., grain and seeds.  
 National Milling Co., cash buyers wheat.\*  
 Paddock-Hodge Co., grain and seeds.  
 Reynolds Bros., grain and seeds.\*  
 Rundell & Co., W. A., grain, seeds.\*  
 The Toledo Field Seed Co., clover, timothy.  
 The Toledo Salvage Co., salvage grain.  
 Wickenbiser & Co., John, grain, mill feed.  
 Zahm & Co., J. F., grain, seeds.\*

## WICHITA, KANS.

Gaunt Grain Co., The C. B., grain, seeds.  
 Kansas Grain & Flour Co., grain, mill products.  
 Kansas Mill & Elevator Co., grain, seeds, feed.  
 Kolp, E. R. & D. C., millers, grain, seed dealers.  
 Norris & Company, grain merchants.

## WINNIPEG, CAN.

McBean & Co., Bruce, grain commission.  
 Norris & Company, grain merchants.



# TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877  
**W. A. RUNDELL & CO.**  
 GRAIN AND SEED MERCHANTS  
 We buy, delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures".  
**TOLEDO, OHIO**

**National Milling Co.**  
**TOLEDO, OHIO**  
 DAILY FLOUR CAPACITY 4,000 BBLs.  
 ELEVATOR CAPACITY 1,500,000 BU.  
 Always in the market for milling wheat; ask for our daily bids.

**C. A. KING & CO.**  
 The Golden Rule grain and seed firm of Toledo. They give good service on futures in every market. They secure top prices on Toledo consignments of seeds and grain. Be friendly. Write occasionally.

A. C. Reynolds C. L. Reynolds F. J. Reynolds  
**REYNOLDS BROS.**  
 GRAIN AND SEEDS  
 24, 25 and 26 Produce Exchange  
**TOLEDO, O.**  
 Offer us your Grain and seeds: consign it, or ask for bids.

**JOHN WICKENHISER & CO.**  
 Buyers and Shippers of GRAIN  
 We buy F. O. B. your station for direct shipment to interior points.  
 Personal attention to consignments.  
**Toledo, Ohio**

**THE J. J. COON GRAIN CO.**  
**GRAIN SEEDS AND FEED**  
 61 PRODUCE EXCHANGE, TOLEDO, OHIO  
 Consignments solicited. Ask for Our Daily Bids.

The Toledo Field Seed Co.  
**CLOVER AND TIMOTHY SEED**  
 Consignments Solicited  
 Send Us Your Samples  
**ASK FOR OUR DAILY BIDS**  
**TOLEDO, O.**

**If You Want**  
 regular country shippers to become familiar with your firm name, place your "ad" here.

Established 1887  
**H. W. DeVORE & CO.**  
**COMMISSION**  
 Grain, Seeds, Etc.—Spot and Future Delivery  
 Buyers and Shippers  
 Corn, Oats, Hay, Straw and Mill Feed  
**TOLEDO, O.**

**THE PADDOCK-HODGE COMPANY,**  
**GRAIN AND SEEDS.**  
**TOLEDO, - OHIO.**  
 Our bids, your track, will reach you daily no matter where you are located.  
**WRITE, WIRE OR PHONE US.**  
 Liberal Advances on Sales or Consignments.

**ZAHM**  
 Established 1879.  
**J. F. ZAHM & CO.**  
 J. P. ZAHM P. W. JAEGER P. MAYER  
**GRAIN AND SEEDS**  
**CASH AND FUTURES.**  
**TOLEDO. - - OHIO.**

# PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS.

**S. C. WOOLMAN & CO.**  
 Receivers and Shippers  
**Grain, Hay, Mill Feed**  
 Send for our Market Letter.  
**PHILADELPHIA, :: PA.**

**EDMUND E. DELP & CO.**  
**GRAIN AND HAY**  
**453 BOURSE PHILADELPHIA**

Established 1863  
**E. L. Rogers & Co.**  
 COMMISSION MERCHANTS  
 Grain, Feed, Hay, Straw  
 Bourse Bldg., **PHILADELPHIA, PA.**

**L. F. MILLER & SONS**  
 Receivers and Shippers of  
**GRAIN, FEED, SEEDS, HAY, ETC.**  
 CONSIGNMENTS SOLICITED  
 Office 2931 N. Broad St. **PHILADELPHIA, PA.**  
 Elevator and Warehouse, Germantown Jet. P. R. R.

**Good Natural White Oats**  
**Are Always Salable Here**  
 Will handle consignments or buy for our own account  
**M. F. BARINGER.**  
 502-3-4 The Bourse **PHILADELPHIA, PA.**

**SHIPPERS**  
 are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

# CAIRO BOARD OF TRADE MEMBERS.

**H. L. Halliday Milling Co.**  
**WHEAT, CORN AND OATS**  
**CAIRO, ILL.**  
 Elevator Capacity 800,000 Bushels

**SAMUEL HASTINGS CO.**  
**GRAIN-HAY**  
**CAIRO, ILLINOIS**

**Redman, Magee & Co.**  
**GRAIN**  
 Delta Elevator, **Cairo, Illinois**



**BALTIMORE CHAMBER OF COMMERCE MEMBERS.**

**The William Hopps** GRAIN  
Grain and Hay Co. HAY  
Buyers, Receivers & Shippers AND  
Advances made on consignments. FEED  
Hay and Bar Corn Wanted. STUFFS  
524-26 East Monument Street  
Baltimore : : Maryland

Established 1882.  
**G. A. HAX & CO.**  
COMMISSION  
Grain, Hay and Seeds  
445 North Street, Baltimore, Md.

**CHAS. ENGLAND & CO.**  
Commission Merchants  
**GRAIN - HAY - SEEDS**  
308-310 Chamber of Commerce, BALTIMORE

**THOS. H. BOTTS & CO.**  
Commission Merchants  
**GRAIN SEEDS FLOUR**  
Liberal Advances Made on Consignments  
309 Chamber of Commerce  
BALTIMORE, MD.

**J. M. FRISCH & CO.**  
Formerly of and Successors to W. G. Bishop & Co.  
COMMISSION MERCHANTS  
Grain, Hay and Seeds  
316 North St. BALTIMORE, MD.  
References—Dun, Bradstreet and First  
National Bank, Baltimore.

E. F. Richards Harry M. Hammond  
**RICHARDS & HAMMOND**  
**GRAIN**  
Special Attention Given to Consignments  
211 Chamber of Commerce, BALTIMORE, MD.

**Thos. Johnston Company**  
**GRAIN**  
Receivers and Shippers.  
Consignments Solicited.  
204 Marine Bank Bldg., BALTIMORE, MD.

Louis Müller, Pres. John M. Dennis, V-Pres.  
Ferdinand A. Meyer, Treasurer  
**LOUIS MÜLLER CO.**  
Grain Receivers and Exporters  
Correspondence and Consignments  
Respectfully Solicited  
BALTIMORE, MARYLAND

**JOHN T. FAHEY & CO.**  
Grain Receivers and Exporters  
We are in the market every day  
Correspondence Solicited  
BALTIMORE, : : MD.

**MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS.**

**Wheat, Barley, Flax, Oats**  
For prices and  
samples, write  
**The Van Dusen-Harrington Co.**  
Minneapolis Duluth Kansas City

Milwaukee Chicago  
**E. A. BROWN & CO.**  
GRAIN COMMISSION  
Minneapolis, Minn.  
Consignments Solicited. Prompt Returns  
Guaranteed.

**E. L. WELCH COMPANY**  
GRAIN COMMISSION  
**MINNEAPOLIS AND DULUTH**  
Consignments Solicited

**McINTYRE-INGOLD CO.**  
Receivers and Shippers  
of All Kinds of Grain  
126-128 Corn Exchange, MINNEAPOLIS, MINN.

DULUTH MILWAUKEE CHICAGO  
**H. J. HOLLISTER**  
GRAIN COMMISSION  
300-301-302 Corn Exchange, Minneapolis, Minn.  
Receiver and Shipper.  
Coarse Grains a Specialty.

**SEIDL & DALTON CO.**  
GRAIN COMMISSION  
**BARLEY A SPECIALTY**  
Minneapolis Office, 600 Corn Exchange.



**C. C. WYMAN**  
& COMPANY  
**GRAIN**  
COMMISSION  
MERCHANTS  
310 Board of Trade  
DULUTH  
47 and 48 Chamber of Commerce  
MINNEAPOLIS

FOR SALE BY  
**Wisconsin Northern Grain Co.**  
OF MINNEAPOLIS, MINN.  
operating both Country and Terminal elevators,  
Wheat, Oats and Corn and all kinds of Screening.  
Correspondence solicited.

**PEORIA BOARD OF TRADE MEMBERS.**

**VAN TASSELL GRAIN CO.**  
**GRAIN**  
**MERCHANTS**  
PEORIA, - - - - - ILL.

**Grain Shippers**

and in fact all grain men who are  
wide awake and on the alert to get  
onto all the ins and outs of the grain  
business, subscribe for and read the  
Grain Dealers Journal.

**ROBERTS, MOSCHEL**  
& MOSIMAN  
Consignments Solicited  
**GRAIN AND COMMISSION**  
Chamber of Commerce Building  
PEORIA, ILL.



# BUFFALO CORN EXCHANGE MEMBERS.

W. W. Alder

T. J. Stofer

## ALDER & STOFER Commission Merchants

We do not buy any grain, but handle on commission and solicit your Buffalo consignments

833 Chamber of Commerce  
BUFFALO NEW YORK

**HENRY D. WATERS**  
GRAIN COMMISSION MERCHANT  
CONSIGNMENTS SOLICITED  
54 Board of Trade, BUFFALO, N. Y.

**FRESH SHELLLED**  
3 Yellow and 3 White Corn wanted on Buffalo terms. Central Illinois shippers apply to H. I. BALDWIN & CO., Decatur, Ill.  
BUFFALO CEREAL CO., Buffalo, N. Y.

1884 1906  
**S. W. YANTIS**  
Grain & Commission  
Correspondence Solicited  
BUFFALO, N. Y.

**Remember**  
When making consignments to Buffalo, that I do a  
Strictly Commission Business  
**W. G. HEATHFIELD**  
Member of Corn Exchange  
BUFFALO, N. Y.

**PRATT & CO.**  
Grain Commission Merchants  
Correspondence Solicited.  
76 and 77 Board of Trade  
BUFFALO, N. Y.

**CONSIGN**  
YOUR GRAIN TO  
The Churchill Grain & Seed Company  
BUFFALO N. Y.

**YELLOW EAR CORN WANTED**  
**TOWNSEND & WARD**  
BUFFALO, N. Y.

**RUBINS BROS.**  
Grain and Commission Merchants  
218 & 222 Chamber of Commerce  
BUFFALO, N. Y.  
O. A. BRUSO, Manager  
Members of all the principal Exchanges.  
Consignments solicited.  
New York Office 305 Produce Exchange

**Do You Want**  
The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

**BURNS BROTHERS BUFFALO**  
**GRAIN**  
CHAMBER OF COMMERCE,  
BUFFALO, N.Y.

**The Electric Elevator and Milling Co., Buffalo**  
BUFFALO OFFICE ELEVATOR CAPACITY N. Y. OFFICE  
26 Chamber of Commerce 2,000,000 bu. 104 Produce Exchange  
Rail and Lake.  
**Receivers and Shippers of Grain, Mill Feeds, Hay**  
We offer you the advantage of both the Buffalo and New York Markets. Correspondence and consignments solicited.

# PITTSBURG GRAIN AND FLOUR EXCHANGE MEMBERS.

**HAY WANTED**  
We are always in the market for Hay and Grain of all kinds. Our position as leading hay and grain dealers enables us to get top prices. We guarantee a square deal to every consignor and liberal advances.  
**DANIEL McCaffrey & Sons Co.**  
Leading Hay and Grain Dealers - PITTSBURGH, PA.  
References—Duquesne National Bank Washington National Bank

**P. Keil & Son**  
GRAIN - HAY - FEED  
201 Grain Exchange, - PITTSBURGH, PA.

JAMES GRAHAM ESTABLISHED 1866. S. O. GRAHAM  
**JAMES GRAHAM & SON**  
Capital, \$400,000.00  
**GRAIN, HAY AND MILL FEED**  
REFERENCES—First National Bank, Mellon National Bank, Bradstreet's and Dun's Mercantile Agencies.  
807 Westinghouse Building, Pittsburgh, Pa.

# NEW YORK PRODUCE EXCHANGE MEMBERS.

Chas. B. Morris Established 1870 Chas. J. Leward  
**CHAS. B. MORRIS & CO.**  
GRAIN, FEED, HAY AND STRAW  
FOOT 131st STREET, HUDSON RIVER, N. Y.  
Storage capacity, 125 cars. Liberal advances made on all consignments. Members N. Y. Produce Ex. and National Hay Association.

**Say**  
Let the Grain Dealers Journal Want Ads do your work.  
*They bring quick returns.*

**FORBELL & KIPP**  
COMMISSION MERCHANTS  
GRAIN, MILL FEEDS, HAY  
OATS A SPECIALTY  
Consignments Solicited  
342 Produce Exchange, NEW YORK CITY

# EUROPEAN GRAIN IMPORTERS

**A. FAVIER**  
Agent in  
**Grain, Cakes and Feed**  
Cable Address: Favierus  
LILLE, - - - FRANCE

**Grain and Feed Broker**  
**Francis Barnard**  
56 Queen Square Bristol  
Branch at Commercial Road Docks, Gloucester.

**H. F. C. SCHACKE**  
Wheat, Flour, Bran, Cottonseed Cake and Meal, Gluten Feed, Feeding-stuffs and Provisions.  
Cable Address—Schacke Copenhagen.



## CHICAGO BOARD OF TRADE MEMBERS.



**H. D. Wetmore  
& Co.**  
CHICAGO

**W. H. LAKE & CO.**  
**Commission Merchants**

We Solicit Your Consignments and  
Orders in Futures.  
50 BOARD OF TRADE CHICAGO  
206 Chamber of Commerce, St. Louis.  
**MEMBERS**  
Chicago Board of Trade.  
New York Produce Exchange.  
St. Louis Merchants Exchange.  
Minneapolis Chamber of Commerce.

Geo. S. Dole, Pres. H. N. Sager, Sec.  
**J. H. DOLE & CO.**  
(ESTABLISHED 1872)  
**COMMISSION MERCHANTS**  
**GRAIN AND SEEDS**  
We solicit your  
**CONSIGNMENTS**  
and orders in futures.  
226 La Salle St., CHICAGO

MINNEAPOLIS MILWAUKEE  
**W. A. FRASER CO.**  
Consignments and  
Future Delivery Orders Solicited.  
714-715 Royal Ins. Bldg. CHICAGO

**FREEMAN BROS. & CO.**  
**COMMISSION  
MERCHANTS**  
**GRAIN HAY STRAW**  
66 BOARD OF TRADE, CHICAGO  
Orders for the purchase and sale of grain for future delivery  
executed

**St. Anthony  
Commission Co.**  
**Grain**

434 Postal Telegraph Bldg., Chicago

"INVITE CORRESPONDENCE"

75 BOARD OF TRADE CHICAGO  
**MERCHANTS GRAIN COMPANY**  
LAVERNE & JEWELLYN  
W. C. DENT  
CEO, S. BRIDGE  
H. M. FREEMAN  
SEC. AND TREAS.  
**COMMISSION MERCHANTS**

**Lamson Bros. & Co.**  
ESTABLISHED 1874

**Commission Merchants**  
**Grain Consignments  
Solicited**

Also future delivery orders on all ex-  
changes.

Grain — Provisions — Stocks — Cotton

6 Board of Trade CHICAGO

**Lucius & Dyckman**

**GRAIN COMMISSION**  
725 Postal Telegraph Bldg.  
Phone Harrison 5320 CHICAGO, ILL

BUFFALO ALBANY BOSTON  
**E. W. ELMORE**  
Grain Receiver and Shipper  
Operating the Interior Elevator at South  
Bend, Ind.  
323-5 Postal Telegraph Building, CHICAGO

PHILIP H. SCHIFFLIN HENRY HEMMELGARN  
President Vice-President  
EUGENE SCHIFFLIN, Sec'y & Treas.

**Philip H. Schifflin & Co.**

Incorporated  
SUCCESSORS TO  
H. HEMMELGARN & CO.

**Commission Merchants**  
Grain, Seeds and Provisions

Consignments and orders in futures respectfully  
solicited.

518-518 Postal Telegraph Bldg.  
Telephone Harrison 833 Chicago, Ill.

**W. H. PERRINE & CO.**  
**COMMISSION  
MERCHANTS**

Consignments a Specialty  
534 Postal Telegraph Bldg., Chicago, Ill.

**J. C. SHAFFER & CO.**

**BUYERS AND SHIPPERS OF GRAIN**  
**CONSIGNMENTS AND TRADES IN FUTURES SOLICITED**

We are fully equipped in every way to give the very best service.  
240 La Salle Street CHICAGO, ILL.

**Marfield, Tearse & Noyes**

(INCORPORATED)

**GRAIN COMMISSION**

We solicit consignments from country elevator operators. Best of facilities for placing "To Arrive." Orders for execution in the Pits receive prompt attention. Comprehensive market advices furnished to customers daily. Conscientious treatment guaranteed.

**CHICAGO**

MINNEAPOLIS

725-732 Postal Telegraph Building

DULUTH

**YOUNG &  
NICHOLS**  
**GRAIN**

**Commission Merchants**

Consignments and orders  
for futures solicited.

169 Jackson Boul.  
CHICAGO



# CHICAGO BOARD OF TRADE MEMBERS.

## Rumsey & Company,

Successors to Rumsey Lightner & Co.

### COMMISSION MERCHANTS

Grain, Provisions and Seeds

Cash and Future Deliveries.

97 Board of Trade

CHICAGO.

## Rosenbaum Brothers

### COMMISSION MERCHANTS

77 Board of Trade  
CHICAGO

Consignments our Specialty  
Orders for Future Delivery Carefully Executed  
We Solicit Your Correspondence

## Wright, Bogert & Co.

### Commission Merchants

Correspondence and Consignments  
Solicited.

Orders for future delivery  
carefully executed.

### SCREENINGS AND MILL STUFF

306-308 Postal Telegraph Bldg.  
CHICAGO

Do you want to ALWAYS receive top prices for your consignments?

Do you want to feel assured that your drafts will always be paid and that you can count upon additional financial assistance when you require it?

Then turn your business to

## CLARENCE H. THAYER & CO.

Our untarnished record for the past 35 years, with a capital of over \$100,000, speaks for itself.

Rooms 51, 55, 56, 57, 58 and 59

2 and 4 Sherman Street, Chicago

J. K. HOOPER President ERVIN A. RICE Vice-Pres. E. G. BROWN Secy-Treas.

## HOOPER GRAIN CO.

### OAT SHIPPERS

Postal Telegraph Bldg., Chicago

Operate Atlantic Elevator and Grand Trunk Western Elevators, Chicago

## W. H. MERRITT & CO.

### Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, CHICAGO, ILL.



TIMOTHY  
FLAX  
CLOVER

## SEEDS

A SPECIALTY

BARLEY  
OATS  
CORN

## F. E. WINANS

Grain Commission Merchant  
6 Sherman St., Chicago

## ARMOUR GRAIN COMPANY CONSIGNMENTS SOLICITED

We Are Fully Equipped in Every Way to Give Best Service in Chicago

205 LA SALLE STREET

CHICAGO

## W. P. ANDERSON & COMPANY

### COMMISSION MERCHANTS

### GRAIN AND PROVISIONS

Consignments Solicited

Ground Floor, 12 Sherman Street, CHICAGO, ILL.

## RECEIVERS

who want to reach the regular grain  
dealers of the country use space in  
the GRAIN DEALERS JOURNAL.

WRITE FOR MY

## "Grain Trade Talks"

## Edward G. Heeman

GRAIN AND PROVISIONS,  
STOCKS, BONDS, COTTON AND COFFEE,

115 Adams St., The Arcade, Commercial National Bank Building,  
Member Chicago Board of Trade.

CHICAGO

All business transacted through Chas. W. Gillett.

Private wires to New York.

Member New York Stock Exchange.

My "GRAIN TRADE TALKS" are published in full in the Chicago Evening Post.

Ed. Will send paper free to customers.

WRITE FOR OUR DAILY MARKET LETTER  
J. H. WARE  
E. F. LELAND  
C. W. LEE  
F. J. FAHEY

## CONSIGN

Your Grain and Seeds and send  
your orders to

## WARE & LELAND

400-410 Postal Telegraph Bldg.

CHICAGO

For Grain, Provisions,

Stocks and

Cotton.

YOUR INTERESTS ARE OUR INTERESTS



## KANSAS CITY BOARD OF TRADE MEMBERS

**Geo. A. Adams Grain Co.**

**Good Milling Wheat  
Our Specialty**

Orders Executed in Futures on all Exchanges  
Board of Trade, Kansas City, Mo.

**CONSIGNMENTS and  
FUTURE ORDERS**

solicited. Our salesmen are men of experience  
and good judges of grain, hence any business en-  
trusted to us will have the best of care.

**Snodgrass, Steele & Co., Kansas City**

Kay H. Beach. Robinson's Cipher. M.L. Kever

**BEACH-KEEVER  
GRAIN CO.**

Try us with consignments of grain.  
We also handle options.

344 Board of Trade, Kansas City, Mo.

H. Vanderslice

John H. Lynds

**Vanderslice-Lynds Co.**

**Grain Commission Merchants**

Correspondence and consignments solicited  
Board of Trade KANSAS CITY, MO.

**GOFFE & CARKENER**

Kansas City, Mo.

**Consignments, Mill  
Orders, Futures**

**Your Grain.**

Ship it to us and thus realize  
top prices and prompt returns.  
We are equipped to fill orders  
for futures, promptly, too, in  
either Chicago, Kansas City  
or St. Louis markets.

**ERNST-DAVIS GRAIN CO.**

KANSAS CITY, MO.

Members Kansas City Board of Trade,  
Chicago Board of Trade and St. Louis Mer-  
chants Exchange.

**The H. L. STRONG GRAIN CO.**

Established 1880

**COMMISSION MERCHANTS**

Special attention given to Consignments of Grain  
and trades in futures in the Kansas City Markets

MAIN OFFICE: BOARD OF TRADE  
KANSAS CITY, MO.

**GRAIN TABLES  
FOR CAR LOADS**

Clark's Grain Tables for Car Loads, so exten-  
sively used for reducing pounds to bushels have  
been extended to cover the largest car loads. The  
book now contains 28 pages of tables as follows:

OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.  
COEN (56 lbs.) eight tables, 20,000 to 108,000 lbs.  
WHEAT (60 lbs.) eight tables, 20,000 to 108,000 lbs.  
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.

The number of bushels in any weight of grain,  
within the numbers specified above are given in  
bold-faced type. The tables are printed in two  
colors on good paper. By their use all reduc-  
tions are avoided and errors are prevented.

Bound in cloth - - - \$1.50

Bound in leather and indexed, \$2.00

**GRAIN DEALERS JOURNAL**

255 LaSalle St. - - Chicago, Ill.

**A.C. DAVIS & CO.**

**Grain Commission**

Mill orders a specialty

Consignments and Future Orders Solicited  
KANSAS CITY, U. S. A.

**Moore-Lawless Grain Co.**

Kansas City, Mo.

SPECIAL ATTENTION GIVEN

Consignments, Futures,  
Mill Orders for Virgin Wheat.

## ST. LOUIS MERCHANTS EXCHANGE MEMBERS.

**SHERRY-BACON GRAIN CO.**

Receivers and Shippers of Grain.

213 Merchants' Exchange

ST. LOUIS MO.

W. C. Goffe, G. S. Carkener, G. C. Martin, Jr.

**GOFFE & CARKENER CO.**

Grain Consignments Solicited

514 Chamber of Commerce, ST. LOUIS

**Daniel P. Byrne & Co.**

General Commission Merchants

Successors to Redmond Cleary Com. Co.  
Established 1854. Incorporated 1857.

Grain, Hay, Millfeed and Seeds  
Chamber of Commerce, ST. LOUIS, MO.

**Nanson Commission Co.**

Grain, Hay and Seeds

202 Chamber of Commerce,

St. Louis, Mo.

Consignments our Specialty

**MORTON & CO.**

GRAIN, HAY AND SEEDS

Rooms 509 and 510 Chamber of Commerce  
ST. LOUIS

**EATON, McCLELLAN & CO.**

Receivers and Shippers of

**GRAIN**

19 North Main Street

ST. LOUIS, MO.

**STATE DEMURRAGE RULES**

Compiled by JOHN B. DAISH  
President American Shippers' Association

¶ Is a compilation of rules relating to demurrage,  
so-called reciprocal demurrage or delayage, which  
have been enacted by the legislatures of the sev-  
eral states or promulgated by commissions organ-  
ized under state authority.

¶ It contains a digest in tabulated form of the de-  
murrage rules, a copy of the South Carolina form  
for ordering cars, and a list of the states in which  
adequate car facilities must be supplied.

Price \$1.00

**GRAIN DEALERS JOURNAL**

255 La Salle Street :: CHICAGO, ILL.

**Grain Scale Book No. 23**

An Indexed journal, keeps a record of 10,000 wagon loads. Each  
man's loads are entered on his page. It keeps a record of scale  
weights. From it both debits and credits are posted to ledger, credit-  
ing the customer with the amount received and charging it to the  
grain's account.

In using this book the dealer minimizes the chance of making  
errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.;  
L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels;  
Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best lined  
ledger paper is used. The regular ledger index in front will accom-  
modate all names necessary. The book is bound in extra heavy cloth  
covers with leather back. Price, \$2.50.

For Sale by

**GRAIN DEALERS COMPANY**

255 LA SALLE ST.

CHICAGO, ILL.



## RECEIVERS, SHIPPERS AND BROKERS.

**OMAHA, NEB.**

**The Updike Grain Company**  
OMAHA, NEB.  
All Kinds of Grain for Sale  
Originating all grain at 100  
country elevators in Nebraska  
ASK FOR PRICES

**BATTLE CREEK, MICH.**

**McLane, Swift & Co.**  
Buyers of Wheat, Corn, Natural  
and Clipped Oats, Choice Rye.  
Write for bids—your track.  
Grain Elevators on Grand Trunk Railway  
BATTLE CREEK, MICH.

**JACKSON, MICH.**

**McLAUGHLIN, WARD & CO.**  
WHOLESALE  
**Grain & Farm Seeds**  
JACKSON, MICH.

**HARRISBURG, PA.**

**HARRISBURG FEED and GRAIN COMPANY**  
ORGANIZED 1901  
JAMES W. BARKER, Manager  
HARRISBURG, PENNSYLVANIA  
—GRAIN—FEED—HAY—STRAW—  
Car Lots Only  
Our manager has been buying grain in Pennsylvania  
since 1885.

**CLEVELAND, O.**

**THE UNION ELEVATOR CO.**  
Buyers and Shippers of  
Corn, Oats, Wheat, Hay & Straw  
CLEVELAND, O.  
We are in the market at all times for "off grades" of grain

**FREMONT, NEB.**

**NYE SCHNEIDER FOWLER CO.**  
GRAIN DEALERS  
Corn for Feeders. Milling wheat a specialty,  
both winter and spring. Write for samples  
and prices. Shipment via C. & N. W. R. R.  
GENERAL OFFICES:  
FREMONT, NEB.

**NEW ORLEANS, LA.**

**THOMAS J. CLARK**  
GRAIN BROKER  
NEW ORLEANS - LOUISIANA  
WANTS YOUR QUOTATIONS ON  
Wheat, Corn, Oats, Wheat Bran, Corn  
Chops, Corn Meal, Hominy Feed & Hay  
FOR LOCAL AND EXPORT SHIPMENT  
Sell to responsible firms only Wire us your prices

**NEWPORT NEWS, VA.**

**DABNEY BROKERAGE CO.**  
GRAIN, HAY  
PRODUCE  
RECEIVERS, SHIPPERS  
Domestic and Export  
NEWPORT NEWS VIRGINIA

**NASHVILLE, TENN.**

Established 1876  
**MILLER & CO.**  
HAY, GRAIN & COMMISSION  
Nashville, Tenn.  
Consignments Solicited

**INDIANAPOLIS, IND.**

*The*  
**Bassett Grain Co.**  
INDIANAPOLIS  
Telephone 80. Rooms 33 & 35 Board of Trade

**Jordan & Montgomery**  
620 Board of Trade Bldg., Indianapolis  
GRAIN AND COMMISSION  
TRY US

**CRAWFORDSVILLE, IND.**

**CRABBS REYNOLDS  
TAYLOR CO.**  
Grain and Clover Seed  
CRAWFORDSVILLE, - INDIANA

**CINCINNATI, OHIO.**

**The Gale Bros. Co.**  
CINCINNATI, O.  
WANT YOUR BUSINESS  
GRAIN - HAY

**GALVESTON, TEX.**

**ACCOUNTS WANTED**  
by a reliable firm of grain brokers who are  
doing a large business in Houston, Galveston  
and Beaumont, and all surrounding territory.  
we want to hear from good grain houses only;  
as we will fill good orders only. Write us at  
once.

**GITTENS & SACKENREUTHER**  
Galveston, Texas

**MEMPHIS, TENN.**

Members Merchants Exchange Consignments Solicited

**The H. J. Hasenwinkle Co.**  
Commission Merchants  
Grain, Hay, Flour, Mill Feed  
Cotton Exchange Bldg., Memphis, Tenn.

**KENTLAND, IND.**

**SHIPPERS  
OF CORN AND OATS**  
**McCRAY, MORRISON & CO.**  
KENTLAND, IND.

**PORTLAND, ME.**

**EDWARD P. MERRILL**  
Grain Broker  
PORTLAND, MAINE  
Connection wanted with a good rolled oats mill

**CHICAGO, ILL.**

**J. H. HARNEY & CO.**  
**Commission Merchants**  
HAY AND STRAW  
a specialty  
265 La Salle St. CHICAGO

**CHASE CITY, VA.**

**Commission Broker**  
When you have either Corn, Oats or  
Hay to sell, write or wire me. Refer-  
ences: All Banks here. Sell goods  
Strictly on Commission to responsi-  
ble buyers. Sight Draft Payments.  
W. B. PENICK Chase City, Va.

**JACKSONVILLE, FLA.**

**GUY R. CHAMPLAIN**  
JACKSONVILLE, FLA.  
Merchandise Broker and Manufacturers' Agents  
Accounts Solicited  
GRAIN, HAY, FLOUR AND FEED  
Reference: National Bank of Jacksonville

**CEDAR FALLS, IOWA.**

**Send** for our track bids. They  
will interest you.  
**W. A. BRYANT & SONS CO.**  
Successors to J. H. Faulkner & Co.  
**Grain Brokers**  
Cedar Falls, Iowa

**Grain Sample Pan**  
For Examining Samples of Grain and Seeds

  
Made of Aluminum. The lightest pan made,  
will not Rust or Tarnish, always stays bright.  
Grain Size, 24x12x16 1/2 ins. \$1.25  
Seed Size, 19x9x11 ins. \$1.00  
Grain Dealers Co., 255 La Salle St., Chicago, Ill.



# POWER CAR LOADERS FOR ELEVATORS.

IF YOU WANT THE BEST  
CAR LOADER

Write

The Ideal Car Loader Co.  
ALLENVILLE, ILL.

You Want The Best  
then put in a  
GEM AUTOMATIC  
CAR LOADER



Pat. July 23, 1906

Will not crack or break grain.  
Will air dry your grain.  
Less horse power.  
Loads evenly and fills the car.

The Groves Grain  
Loader Co.

Hartford City, Ind.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

## WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

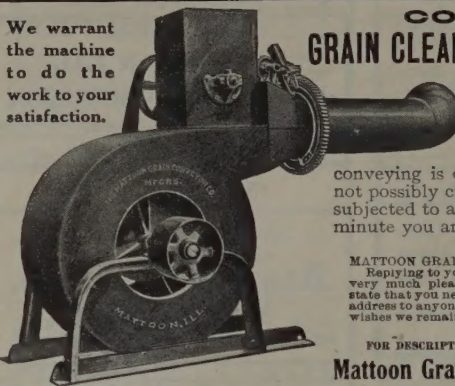
Freight table shows rate per bushel at 50, 55, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30 1/2 cents, in 1/4 cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL

255 La Salle Street : : Chicago, Ill.

We warrant  
the machine  
to do the  
work to your  
satisfaction.



## COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER

will clean and load your grain at the same time. The conveying is done by compressed air; cannot possibly crack or mill it. The grain is subjected to a heavy pressure of air every minute you are loading.

Circleville, Ohio, March 18, 1907

MATTOON GRAIN CONVEYOR CO.

Replying to yours of the 18th, will state that we are very much pleased with our LOADER, and we will state that you need not hesitate in communicating our address to anyone in regards to reference. With best wishes we remain,

Yours very truly,

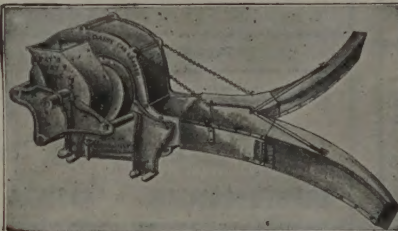
C. E. GROCE

FOR DESCRIPTIVE CIRCULARS AND PRICES, WRITE

Mattoon Grain Conveyor Co., Mattoon, Ill.

## The Daisy Car Loader

Loads all kinds  
of GRAIN



The grain entering hopper of loader falls on inner surface of a drum, which carries it once around against a deflecting plate, the centrifugal force being sufficient to drive grain through a pair of dividing spouts, loading both ends of the car to the roof. During the process of circulation the grain is being cleaned and polished. Damp and musty oats are separated and cleaned before entering the car, which gives you a better grading. Price on No. 1 loader, capacity 20 to 30 bus. per minute, \$40.00; No. 2, capacity 25 to 35 bus. per minute, \$45.00; Larger loaders with more capacity, prices on application.

Mfd. by **Welge & Lilly**  
Maroa, Ill.

Maroa Mfg. Co., Maroa, Ill.

Gentlemen: The Boss Loader you put in for me a short time since at Oakwood, Ill., is doing excellent work, and we would not want to get along without one. I have always experienced a great deal of trouble in getting men who could stand the dust in the oats cars, when shoveling the oats back to the end of the car. This obviates this trouble entirely as the men do not have to go near it.

Yours very truly,

B. B. MINOR.

In these days when labor is scarce you may be having the same trouble that Mr. Minor did, and if you will give one of our Boss Loaders a trial you will not be bothered that way any longer.

We are glad to send them with the understanding that it must prove satisfactory in every respect, otherwise we will take it back without any quibbling. You are to be the sole judge.

MAROA MFG. CO. Maroa, Illinois.

## What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

## MCLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

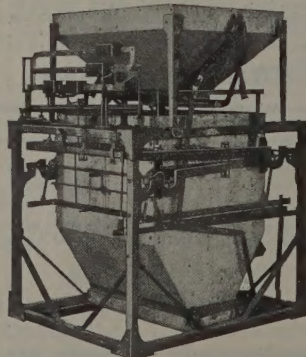
They are simple, accurate and durable.

Write for information to-day.

**MCLEOD AUTOMATIC SCALE CO.**

Factory: Peru, Illinois

General Sales Office, Monadnock Bldg., Chicago.





## The Art of PURIFYING Grain

Has reached the highest stage of perfection in the use of the

### Caldwell-Barr Grain Purifier

This should be of interest to every handler of grain.

**CALDWELL & BARR, EARL PARK, INDIANA.**

## Clark's Decimal Grain Values

**SAVES TIME, MONEY AND PREVENTS ERRORS**

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

Form No. 36 printed on 80 pound book paper bound in art canvas. Price \$5.00.

ADDRESS

**GRAIN DEALERS JOURNAL**  
255 La Salle Street :-- CHICAGO, ILL.

## HESS DRIERS

**Are Used Everywhere**

Large ones for terminal and export elevators

Carload-a-day-driers for mills and country elevators

**Quick Shipment**

Ask us about them

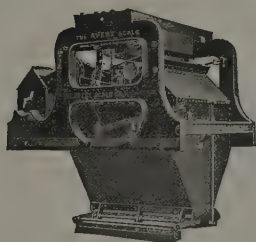
**HESS WARMING & VENTILATING CO.**

907 Tacoma Building :-- CHICAGO



## Automatic Grain Scale

**Is Perfection in the Matter of Weighing Any Kind of Grain or Flour. It is**



**ABSOLUTELY AUTOMATIC**

It performs its duty day in and day out with the accuracy of your best man at his best. It weighs and records with the precision of a clock, to the ounce in hundreds of pounds.

Write us today for Catalogue P. Send us your requirements and we will submit plans to suit your case.

**AVERY SCALE CO.**

NORTH MILWAUKEE, WIS.

## Wagon Loads Received

**FORM 380**

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

**GRAIN DEALERS COMPANY**

255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

**FORM 385**

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

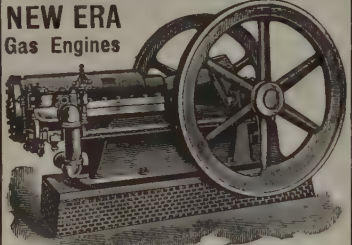
Price, \$1.50.

**GRAIN DEALERS COMPANY**

255 La Salle Street, CHICAGO, ILL.



## POWER FOR GRAIN ELEVATORS.

NEW ERA  
Gas Engines

And Gas Producers. Sizes 1 1/4 to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO., 86 Dale Street, Dayton, Ohio, U. S. A.

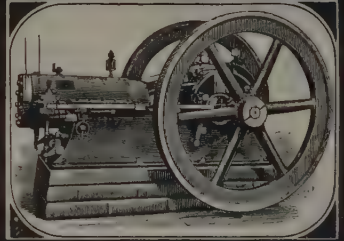
## ANY GOOD MECHANIC

will tell **WITTE ENGINES** are simple and durable; they are strictly a good Mechanic's Engine, not hastily thrown together to be sold by a catalog house or wrecking company, but carefully and scientifically constructed to last for long years to come, and to save the owner all the repairs and delays possible. Starts easy, works smooth and quickly, and is economical to a surprising degree.

Write for Catalog X.

**WITTE IRON WORKS CO.,**  
526 W. 5th Street, Kansas City, Mo.

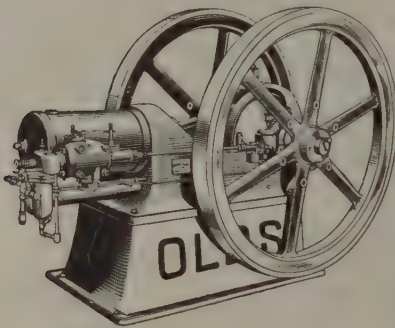
## FOOS



## FOOS PLANT

Contains 3 acres of floor space,  
Excluding the Foundry  
Built in all sizes Get Cat. No. 20

**THE FOOS GAS ENGINE COMPANY**  
Springfield, Ohio

OLDS  
ENGINES

"Best by  
Every Test"

U. S. Gov't Report.

"It's as simple as it looks,"

For 25 years the standard. Up-to-date, designed by engineers and built by mechanics who have had years of experience in the business, built throughout in the most complete modern factory. Every part inspected and tested. Every complete engine is run and tested three times by different men, so we know they are perfect before they leave the shop.

We make nothing else but engines and devote our entire energies to producing the very best in this one line.

Send for information on our Type G Engines, 8 to 50 h. p. We build engines from 3 to 50 h. p. for all sorts of stationary and farm power.

Tell us your requirements and we will help you figure out what you need. Send for catalog.

## OLDS GAS POWER COMPANY

956 Chestnut Street, LANSING, MICH.

Grain Register  
No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

**GRAIN DEALERS COMPANY,**  
255 La Salle St., CHICAGO, ILL.

SALES  
SHIPMENTS and  
RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

**GRAIN DEALERS JOURNAL**  
255 La Salle Street, Chicago.

## BUFFALO GRAIN TESTERS

## INDICATE

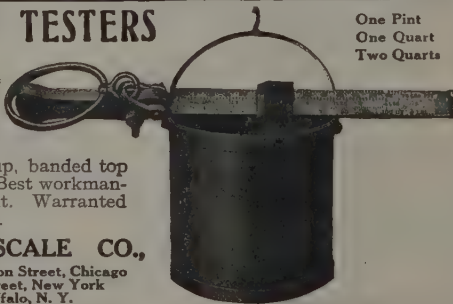
- 1st—The number of pounds a sample will weigh to the bushel.
- 2d—The exact weight of the sample.
- 3d—The per cent of loss after cleaning.



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard.

## BUFFALO SCALE CO.,

249 South Jefferson Street, Chicago  
122 Liberty Street, New York  
Works, Buffalo, N. Y.



One Pint  
One Quart  
Two Quarts

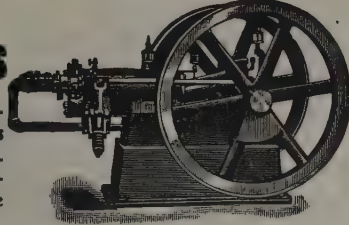


## HOWE SCALES and HOWE ENGINES



insure correct weights and a reliable and dependable power.

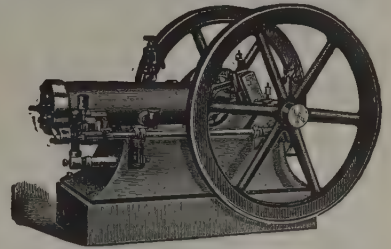
Your business demands these. WHY NOT GET THE BEST?



**The HOWE SCALE CO. of Ill.**  
**CHICAGO**

St. Louis Minneapolis Kansas City Cleveland

## CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies  
**C. D. Holbrook & Co.**

MINNEAPOLIS, :: MINN.

## Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**The Practical Gas Engineer**, by E. W. Longanecker, M. D., Price, \$1.00.

**The Gas and Gasoline Engine**, by Norman & Hubbard, Price, \$1.00.

**The Gas Engine Handbook**, by E. W. Roberts, Price, \$1.00.

**Gas Engine Troubles and Remedies**, by Albert Sirtmayer, Price, \$1.00.

**Plain Gas Engine Sense**, by E. L. Osborne, Price, \$1.00.

For any of the above address,

**Grain Dealers Journal**  
255 La Salle Street, Chicago, Illinois

## OTTO ENGINES

### Are "Otto" Engines Dependable?

Gentlemen:-

As you will doubtless remember, two years ago last fall, we installed one of your 21 H. P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours.

Is this not a good record?

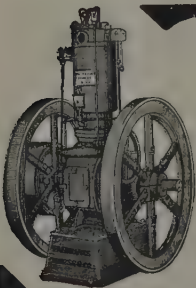
Yours truly,

Bristol Acqueeduct Co.

Bristol, N. H., 4-1-07.



**OTTO GAS ENGINE WORKS, Phila., Pa.**  
**STANDARD OF THE WORLD**



## FAIRBANKS-MORSE

Gas, Gasoline, Kerosene  
or Alcohol

### ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

## Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

**Fairbanks, Morse  
& Co.**

Franklin and Monroe Sts.  
CHICAGO, ILL.

AUTOMATIC TRACK HOPPER WAGON PLATFORM COUNTER

SCALES SCALES SCALES SCALES SCALES



## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

# DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

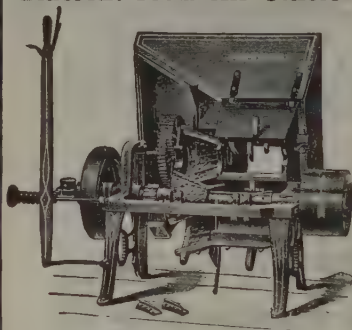


## Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

**Different From All Others**



**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

THE N. P. BOWSHER CO., South Bend, Ind.

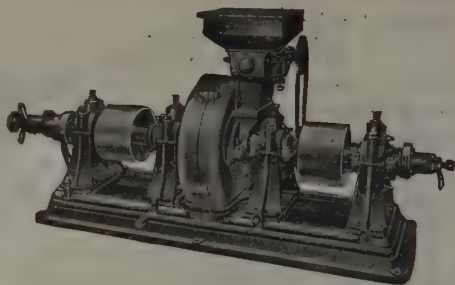
## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



Single,  
Double  
and Special  
Stirrups



For Wood, Steel or Concrete Work.

**STRAPS, PIN ANCHORS, CURB WALL ANCHORS.**

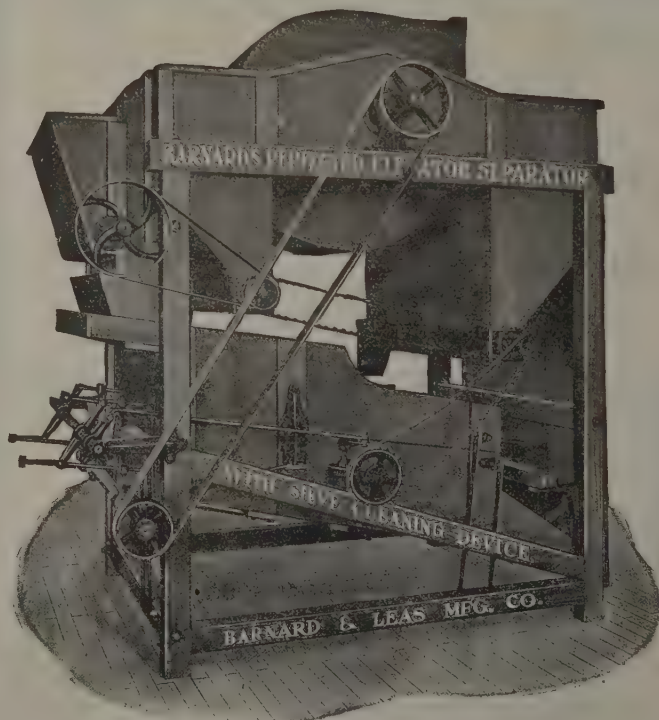
Architects, Engineers or Contractors' Requirements supplied as desired.

Catalogs and prices promptly furnished.

**CHAS. MULVEY MFG. CO., 19-21 S. Jefferson St., CHICAGO, ILL.**

## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.



## Barnard's Perfected Warehouse and Elevator Separator

With Sieve Cleaning Device

### It Works Underneath the Sieves

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the separator is entirely automatic and requires almost no attention.

The Air Separations are also most efficient and under full control of the operator at all times.

We also make

The Cornwall Corn Cleaner

The Victor Corn Sheller

Willford's Light Running Three Roller Feed Mill

Barnard's Two and Three Pair High Feed Mills, and a complete line of Flour Mill and Elevator Machines and Supplies.

Send for latest catalogue.

## Barnard & Leas Mfg. Co.

Builders of Elevator Machinery  
and Supplies

**MOLINE**

**ILLINOIS**



## GRAIN ELEVATOR BUILDERS.

### REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and re-model grain Elevators. Write for plans and prices.

R. M. VAN NESS Fairbury, Neb.

### J. A. HORN

Designer and

### Builder of Grain Elevators

All Kinds of Machinery Furnished  
Estimates Made

Bassett Building, Oklahoma City, Okla.

### Reliance Construction Co.

Engineers and Contractors of

### GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

### W. H. Cramer

Designer and Builder of  
modern Grain Elevators.  
Satisfaction Guaranteed

ST. PAUL NEBRASKA



Especially Designed for Economy  
of Operation and Maintenance  
LINCOLN, NEB.

### B. J. GARRIGO

Designer and Builder of  
Flour Mills and Grain Elevators  
Hoxie Bldg., Fort Worth, Tex.

### T. E. IBBERSON

Designer and Builder of

### GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

### CONCRETE ELEVATORS LAST FOR ALL TIME

NO INSURANCE  
NO FIRES  
NO SWEATING  
NO DECAY  
NO RATS  
NO MICE

Costs but little more than a first-class  
frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD,  
KANSAS

### Contractor & Builder

OF GRAIN ELEVATORS

Estimates furnished on application

### G. F. MCCURLEY

725 South Emp, Wichita, Kans.

### NOTICE!

After May 1st, I will be in  
Enid, Okla., and will be in  
shape to give you good price  
on anything in the line of  
Elevators or Mill Work,  
hope to be in shape to serve  
all of my old customers.

C. A. LOWE,  
Gage, Okla.

## The P. H. Pelkey Construction Co.

Contractors and  
Builders

Grain Elevators,  
Warehouses,  
Mills, Etc.

Elevator and  
Mill Supplies

HOME OFFICE

WICHITA - KANSAS

### W. S. MOORE

Designer and Builder of

### GRAIN ELEVATORS

In wood, concrete or steel. I am thoroughly  
equipped to do work to the best of advantage.  
My fireproof engine room is unequalled in  
arrangement and construction. If you are  
going to build or improve, get my ideas and  
you will want my services. Write today.

6 So. Main St., Frankfort, Ind

### T. F. COSTELLO

Contractor and Builder of

### Grain Elevators and Warehouses

Scale and Elevator Repairing a Specialty.

2519 Dupont Ave. No. Minneapolis

### FIREPROOF

GRAIN STORAGE, TANKS  
... AND ELEVATORS ...

Grain Storage Construction Co.  
BUFFALO, N. Y.

### C.H.BENSON

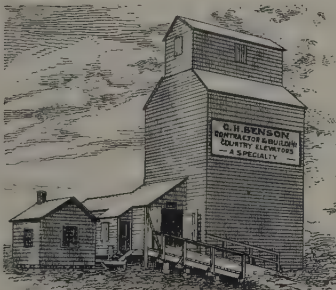
CONTRACTOR

MAKES A SPECIALTY OF  
FIRST-CLASS COUNTRY

### GRAIN ELEVATORS

313 So. Third St., MINNEAPOLIS, MINN.

Phone N. W. 1908 J 2.



## Steel Tanks for Grain Storage

Jos. F. Wangler Boiler  
& Sheet Iron Works Co.

1535-1537 North Ninth St., St. Louis, Mo.



**GRAIN ELEVATOR BUILDERS.**

Better have

**YOUNGLOVE**build your Elevators than **WISH** you had.Write for copy of our latest  
unique series of plans.**Younglove Construction Co.**Offices: 303-304 Adams Block  
Mason City, Iowa**GET THE BEST**

Experience and Ability Counts—Costs Less

**PLANS AND  
SPECIFICATIONS  
A SPECIALTY**Correspondence  
Solicited**Contracts Wanted**Write for Plans and  
Estimates**FRED FRIEDLINE**253-261 La Salle Street  
CHICAGO**Steel Grain Tanks**We are pioneers in this line and are  
building tanks in the good old fashioned  
way. Joints caulked, and guaranteed  
water, weather and bug proof. Long  
experience has demonstrated the neces-  
sity of high grade workmanship to make  
steel storage a success—we do it.**Wm. Graver Tank Works**

EAST CHICAGO, IND.

**IF YOU WANT A  
GOOD ELEVATOR**

LET

**L. BUEGE**306 Boston Block, Minneapolis, Minn.**BUILD IT FOR YOU****SQUARE BIN  
FIRE PROOF ELEVATORS**

A SPECIALTY.

**BRICK OR TILE.**We also have facilities for build-  
ing modern country eleva-  
tors quickly.**G. T. HONSTAIN**518 Corn Exchange  
MINNEAPOLIS, MINN**OLSON BROTHERS & CO.  
ENGINEERS AND CONTRACTORS**Grain Elevators, Flour Mills and Complete Plants for  
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Monroe 1614

160-162 N. Sangamon St.

CHICAGO, ILL.

**GRAIN ELEVATORS**TERMINAL AND COUNTRY  
IN ANY STYLE OR CAPACITY**L. O. HICKOK**

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

**American Machinery & Construction Co.**

103 W. Water St., MILWAUKEE, WIS.

DESIGNERS AND CONTRACTORS OF

**GRAIN ELEVATORS**Plans, Specifications and Estimates furnished on  
short notice. Grain Elevator Machinery and Sup-  
plies carried in stock ready for immediate delivery.**The Seckner Company**

745 Postal Tel. Building

Chicago

**General Contractors**

and

**Builders of Grain Elevators**

Concrete Storage a Specialty

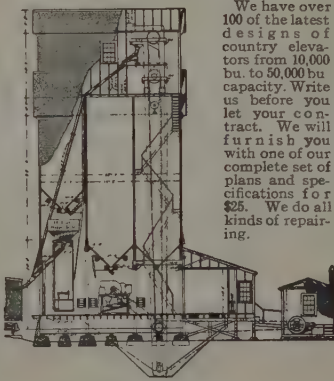
We build on a percentage basis, believing it  
better for the owners and equally as good for  
the contractor. Write us for further informa-  
tion.

A. E. HONSTAIN

I. S. HONSTAIN

**HONSTAIN BROTHERS**

Contractors and Builders of

**GRAIN ELEVATORS**We have over  
100 of the latest  
designs of  
country eleva-  
tors from 10,000  
bu. to 50,000 bu  
capacity. Write  
us before you  
let your con-  
tract. We will  
furnish you  
with one of our  
complete set of  
plans and spe-  
cifications for  
\$25. We do all  
kinds of repair-  
ing.

Telephone 9467

306 Corn Exchange, MINNEAPOLIS, MINN.



GET WHAT YOU CONTRACT FOR BY DEALING WITH

**C. E. BIRD & CO.  
ELEVATOR BUILDERS**

15 Years Practical Experience

7 CORN EXCHANGE

MINNEAPOLIS, MINN.



## GRAIN ELEVATOR BUILDERS.

### GRAIN ELEVATOR

Designing and Construction  
Made a specialty

Witherspoon-Englar Co. Monadnock Bldg.  
CHICAGO

### Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

### John S. Metcalf Co.

ELEVATOR BUILDERS  
623 THE TEMPLE

Plans and Specifications  
a Specialty. CHICAGO

## REMOVAL NOTICE

**B**

On account of increased business we have removed our offices to 1139 and 1140 Stock Exchange Bldg., 108 La Salle St., where we are in better shape than ever to serve our friends and customers.

Write Us for Plans and Estimates

BURRELL ENGINEERING & CONSTRUCTION CO., CHICAGO

**B**

# Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

# STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:  
MINNEAPOLIS, MINN.

## JAMES STEWART & CO.

*Contractors*

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

### GRAIN ELEVATOR DEPARTMENT

1811 FISHER BUILDING :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.

*Write or call on any of them*

CHICAGO, ILL.  
1811 Fisher Bldg.

ST. LOUIS, MO.  
Lincoln Trust Bldg.

NEW YORK  
130-137 Broadway

NEW ORLEANS, LA.  
Hibernia Bank Bldg.

PITTSBURGH, PA.  
Westinghouse Bldg.

LONDON, ENGLAND  
Savoy Hotel



## Fire Proof Grain Elevator

HIGHEST TYPE

LATEST DESIGN

Recently completed for the Peavey  
Duluth Terminal Co., Duluth, Minn.

### The Barnett & Record Co.

General Contractors

Minneapolis, Minn.



## Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best	<b>EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION</b>	We don't care which you order
--------------------------------	---	-------------------------------

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

## NO FIRM

who offers the

## Atlas Car Mover

for \$3.75 can buy them from us at any price!

**APPLETON CAR MOVER CO.**  
APPLETON, WIS.

## The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notch among Feed Mills

### We're the people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

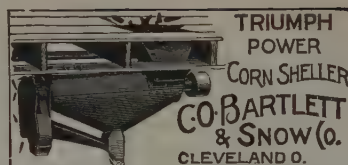
## No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

**The Strong-Scott Mfg. Co.**  
Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

**MINNEAPOLIS : MINNESOTA**



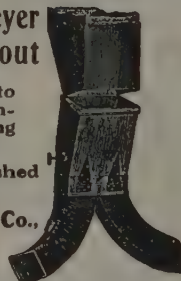
## The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

Repairs furnished

**The Dickson Co.,**

Peoria, Ill.



We Are Large Manufacturers of  
Steel Roofing, Corrugated Iron, Etc.

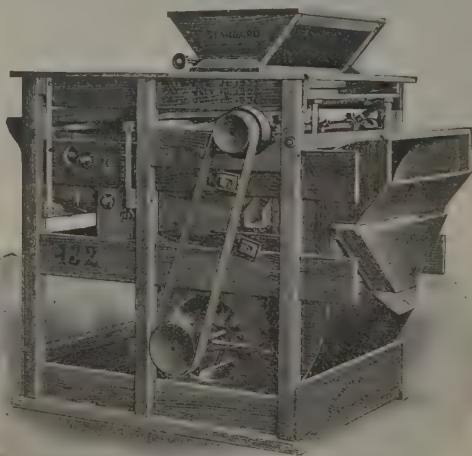


We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**

## PERFECT SEPARATIONS

and clean grain can only be had when proper screens are used in connection with an absolutely controlled air current. When this combination is worked into a machine that requires little power, you have a cleaner that is a money earner and a money saver. The **STANDARD** line of cleaners embody the above. All **STANDARD** cleaners are *simple, durable and reliable*, thoroughly clean all varieties of grain, seed, beans, peas, etc., and sell at a reasonable price. Get our catalog, it will pay you.



**THE PRAME MFG. CO., Galion, Ohio**

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

# Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

**Midland Machinery Co.,**  
Minneapolis, Minn.



## HALL Signaling Distributor



Prevents grain mixing in distribution.

Automatically signals when bin is full or spout clogged.

Permits using all bins to full capacity.

Prevents chokes in back leg.

Operates entirely from lower floor.

Drudgery made pastime.

No repairs required.

Send for Booklet "B"

HALL DISTRIBUTOR CO.

222 First Nat'l Bank Bldg. - OMAHA, NEB.

## HALL Non-Chokable Boot

Removes a Great Bugbear



It makes chokes with grain absolutely impossible, thereby removing all the trouble, disaster and expense incident thereto.

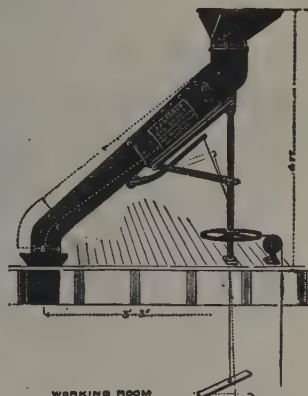
Incidentally every cup fills heaping full, utilizing their full carrying capacity, thereby doubling the amount daily elevated, without care, attention or anxiety. Pay for themselves in work accomplished in 30 days.

Send for Catalogue "D"

HALL DISTRIBUTOR CO.

222 First Nat'l Bank Bldg. - OMAHA, NEB

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

## SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.  
COSTS 15 CENTS PER LINE.

## Link-Belt Supply Co.

MANUFACTURERS  
OF

## Mill and Elevator Machinery

Write for  
NEW CATALOG

Minneapolis, Minn.

## ANCHOR DUPLEX BELTING

THE IDEAL FOR ELEVATORS



You can't stretch it too much, nor use it too long. It won't shred. It's waterproof, flexible, and possesses all the merits of any other kind of belting, while it

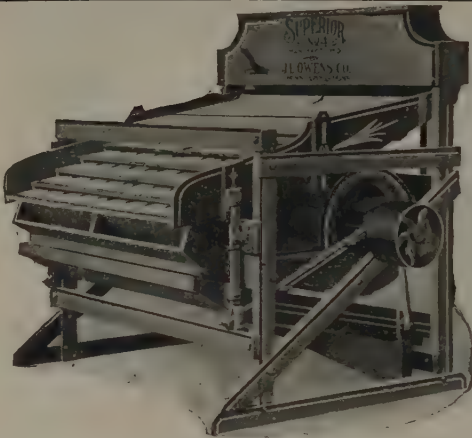
**Wears 10 Per Cent Longer**

Especially adapted for conveying and bucket belts as well as power transmission. Send for catalog that describes it and prices that sell it.

**ATLAS BELTING CO.**

152 Lake St., Chicago





The No. 4 without Suction  
Wild or Tame Oats from Wheat  
Clean  
Wheat, Oats, Barley, Rye, Flax, Etc.

## A No. 4 Superior Will Do It

Have you sent for our complete catalogue telling all about our line of CLEANERS? If not, you don't know what a complete line of machines we are manufacturing for every purpose. Write for it today. Our line will please you and our prices cannot fail to please you.

Address,

**J. L. OWENS CO.**

615 Superior Street, MINNEAPOLIS, MINN.

## V. S. Corn Sheller

IS A GOOD INVESTMENT FROM  
START TO FINISH

No cemented pit, tank, expensive hoppering—  
takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL  
(PATENTED)



SEND FOR A CATALOG

CHICAGO REPRESENTATIVES:  
NORTH - SHARP - SAILOR CO.  
1329-30 Monadnock Block  
Chicago, Ill.

OKLAHOMA REPRESENTATIVE,  
J. A. HORN,  
322 Bassett Building,  
Oklahoma City, Okla.

**B. S. CONSTANT CO.**

BLOOMINGTON

ILLINOIS

# BEALL ROTATING CLEANERS

ARE THE RESULT OF

50 years practical experience with  
grain cleaning machinery

They are built on the principle that: The best is the cheapest.

We make them for cleaning corn, oats, wheat, barley, etc.

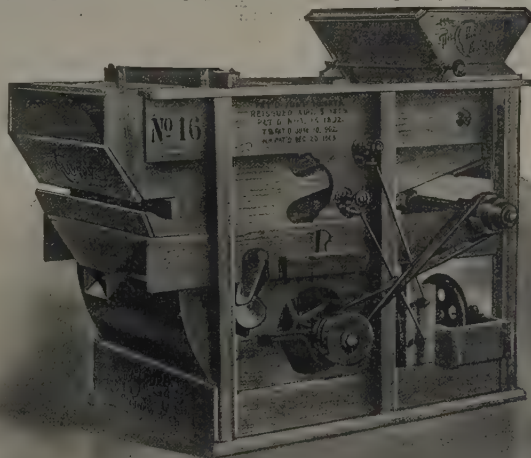
**THE BEALL IMPROVEMENTS CO.**

**DECATUR, ILLINOIS**



# IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.

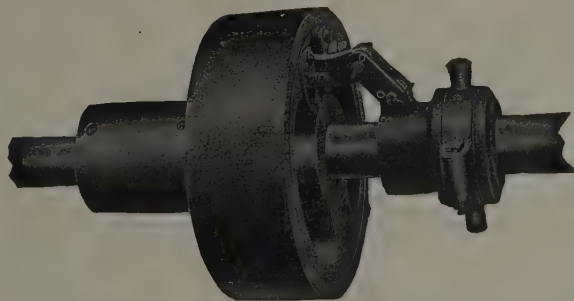


**A. T. FERRELL & CO.**

**Saginaw, Michigan**

# The "Western" Friction Clutch

The "Western" Friction Clutch Is the "Best in the World." Why?



- 1st—Because it is more simple.
- 2d—Because it is stronger.
- 3d—Because it is more durable.
- 4th—Because it requires but little adjustment.
- 5th—Because it is easily and quickly adjusted and ANYONE can do it.
- 6th—Because it will hold more to its size than any other clutch in existence.

**B. T. RAILSBACK SONS**  
INCORPORATED  
GRAIN COAL STOCK  
HOPEDALE, ILL.

UNION IRON WORKS, Decatur, Ill.

GENTLEMEN:—Enclosed find our check for \$53.00 to cover invoice of April 27. The clutch has arrived and is installed. To say that we are satisfied with it is expressing it mildly. We have used three different makes of clutches and we think yours is at the top of the heap.

Yours truly, B. T. Railsback Sons, R. J. R.

May 7, 1907

Ask for Net Prices and any Further  
Information.

**UNION IRON WORKS, DECATUR, ILLINOIS**

Manufacturers of "WESTERN" SHELLERS AND CLEANERS

**ELEVATORS FOR SALE.**

ELEVATOR and residence for sale on the Soo Line in N. D. Address L. Box 126, Anamoose, N. D.

GRAIN ELEVATOR in splendid location. 3 lots. Price \$3,000. Address G. W. Ranson, Havana, Ill.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—One modern equipped elevator in Southern Minnesota on Omaha Railroad. Address Lock Box 713, Sioux Falls, S. D.

FOR SALE—ELEVATORS, facilities 15 points, \$42,000 or will sell half interest—operate partnership. E. R. Ulrich, Jr., Springfield, Ill.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

TWO ELEVATORS for sale or trade, scales, engines, etc. Good location and prospects good for a big grain crop. I. C. Bell, Mt. Hamill, Lee Co., Ia.

ELEVATOR FOR SALE—20,000 bu. capacity, on Union Pacific, in the best part of Eastern Nebraska. Address Wan, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. elevator and coal business, one of the best locations in northwestern Nebraska. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 1 elevator, 28,000 capacity, on Omaha R. R. at Luverne, Minn. Good grain and coal business. O. P. Huntington, Administrator, Luverne, Minn.

FOR SALE—The Grand Ave. Eltr. at 21st and Grand. Large and profitable business. Full investigation desired. See or write H. Harris, 200 W. 9th St., Kansas City, Mo.

FOR SALE—One or both of our 12,000-bu. Okla. elevators. Paid seventy-five per cent last year. Prospects fine. Address C. & M. Box 3, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale, in good condition and doing good business. Best of reasons for selling. Address Okla, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator and residence property in eastern Iowa, only elevator at station. Good business, favorable terms. Address Pedni, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10 shares of stock in a growing grain company in Indiana, operating 5 stations, pays 8 per cent, will pay more. Price \$102 per share and buyer gets accrued dividends. Good reason for selling. Address Shares, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

FOR SALE—Six Illinois elevators in corn and oats country. Elevators all in good condition. Will sell right if taken before next harvest. Address I. E., Box 9, Grain Dealers Journal, Chicago, Ill.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

FOR SALE—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

FOR SALE—Phoenix Elevator, capacity 150,000 bus. In perfect condition for operation. Located on Bell Line, Kansas City. Further particulars, address Flanagan Mills & Eltr. Co., Nelson Bldg., Kansas City, Mo.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Half interest in grain, seed and milling business in good southwestern Iowa town. This is a first-class business and is a money-maker. Write at once for full particulars. Address H. I. Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR IN CANADA FOR SALE. At good point on Canadian Pacific R. R. Capacity 30,000 bus. Cribbed. Brick engine house. 15 HP. Otto Engine. A good money maker in the best district of the Canadian Northwest. Address P. O. Box No. 5, Winnipeg, Man.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—My elevator property with grain, feed, seed and coal business at this place. Business first class and full particulars given on request. Good reason for selling. No trades considered. Do not write unless you want a good business for cash. A. W. Augspurger, New Sharon, Iowa.

**ELEVATORS FOR SALE.**

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to Ind. Box 6, Grain Dealers Journal, Chicago, Ill.

HERE'S A SPECIAL, fine house, strictly modern, cost \$25,000, in best Indiana city, 40,000 capacity, buys 150,000 of farmers, also buys track, all transfer conveniences. 7 teams busy with retail business. Great bargain at \$20,000, 1-3 cash, balance terms or will rent to right party for \$2,000 per annum. Wire me date to look quick. John A. Rice, Elevator Broker, Frankfort, Ind.

## NOTICE IMPORTANT

To permit of the enlargement of our factory premises, we have purchased the Columbia Elevator. This is located on the Chicago River, on Robey St., south of Blue Island Ave. This elevator was entirely rebuilt and modernized, and we desire to sell all the improvements, including the buildings, or we will sell the machinery, tanks, etc., as the property must be cleared to make room for our new buildings. This plant consists of four 77,000-bushel, modern, new grain tanks, complete, with conveying apparatus; also complete elevator equipment, including Marine Leg and all equipment of a modern elevator. We will sell any or all of this plant at a greatly reduced price. Prompt attention is requested. Personal inspection invited. Write, wire or come in person and we will satisfy you on price.

**F. J. Lewis Man'f'g Co.**  
1170-1200 S. Robey St., Chicago, Ill.



## ELEVATORS FOR SALE.

NOTHING TO DO but sell elevators and mills. Sold 44 in 14 months. Each buyer for reference. Have a wealth of good offers now. We list all subject to prior sale. Good work for usual commissions, paid by seller—2½% charged except by special contracts. John A. Rice, Elevator Broker, Frankfort, Ind.

GRAIN AND COAL BUSINESS for sale, located in S. E. Kans. Grain house and office 20x40—one and a half story. Corn dump, capacity 5,000 bu., corn crib 2,000 bu., Haweye portable dump, own ground, good town, plenty natural gas. Doing good business. Reason for selling want to quit business on account of health. Price right. Address G. C., Box 10, Grain Dealers Journal, Chicago, Ill.

A GOOD THING—If you want a grain business in Iowa that will net from \$3,500 to \$5,000 per year on an investment of \$7,000, address A. A., Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS ELEVATOR for sale located on the M. P. R. R. in the best wheat growing section of the state, station shipped 500,000 bus. last year, in full crop year will ship 1,000,000 bus. Capacity 30,000 bus. Equipped with the latest machinery, can handle 1,000 bus. per hour; 25 h.-p. Fairbanks gasoline engine; 3,000 lb. hopper scale; Invincible separator 1,000 bu. capacity; No. 4 Clipper cleaner; 4 roll corn chop mill. Also have modern residence, 11 lots, good barn for 10 head of horses, and hay loft of 5 tons capacity. Good chance for lumber yard in connection. For further particulars and terms write L. Schreiber, Otis, Kans.

## MISCELLANEOUS.

BARGAIN, 9 room frame dwelling, woodshed and barn. South front on N. W. corner 150x150 ft. in choice section of Tipton, the progressive county seat of Cedar Co., Iowa. Price \$2,000; terms to suit. C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

THE SECRETARYSHIP IN A CORPORATION of \$25,000 is open to a man experienced in the Grain and Hay trade. He would be expected to have charge of the books and be a general office man. Must have from \$5,000 to \$10,000 to invest in the stock of the company. His salary would depend on his efficiency as an all-round man. Located in city in Illinois. Address U. S. Brokerage Co., Decatur, Ill.

BROKERAGE BUSINESS. We have listed one of the nicest, cleanest and most profitable Brokerage Businesses that can be found anywhere in this part of the country. The contracts on the books run between \$50,000 and \$75,000 and the income last year netted more than any three elevators or lumber yards in Illinois. It would take \$5,000 to handle the deal, either in money or bankable paper. Write us at once if you are interested. It is one of those openings that does not present itself every day. Address U. S. Brokerage Co., Decatur, Ill.

## ELEVATORS WANTED.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED.—To buy or lease several good grain elevators located in the central part of Kansas in the wheat belt. Address Central Kansas, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED to buy or lease good paying elevator—with some good side line, coal or feed, or would buy part interest in lumber and grain business. Address Lock Box 76, Gibson City, Ill.

WILL LEASE—Cash in advance, one or two good elevators, doing good business. and buy within a year. Corn and oats country preferred. Address C. O., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED for cash: We have a number of cash buyers for elevators in Iowa, Nebraska, Minnesota and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Neb.

FOR SALE OR EXCHANGE for elevator in Ill., Iowa, Minnesota or the Dakotas, 640 A. of unimproved farm land in Wisconsin, 3½ miles from railroad station, 90 miles from St. Paul, Minn. Price \$15 per A. There is now a loan of \$3.75 per acre against the land which can run for 5 years at 6%. Would take elevator up to value of \$6,000 as part pay. Address W. H., Box 9, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

MEN WANTED—To work on elevators. Address J. A. Horn, Oklahoma City, Okla.

TWO RELIABLE foremen wanted for elevator construction work. Steady work. W. H. Cramer, St. Paul, Neb.

WE ARE in need of good man to run station, who has had some experience in grain and lumber. The Edmonds-Londergan Co., Marcus, Iowa.

WANTED—After July 1, 1907, a man familiar with elevator work, competent to run Allis feed rolls and keep single entry Grain Books. Address Box 382, Waukesha, Wis.

WANTED—Experienced man who is capable of taking charge of country elevator in Wisconsin, one who knows barley. Give past experience and salary expected. Address Wisconsin, Box 10, Grain Dealers Journal, Chicago, Ill.

## GOOD LOCATIONS

for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

## SITUATIONS WANTED.

SITUATION wanted as manager of grain eltr. lbr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

SITUATION WANTED as bookkeeper and rate clerk for grain firm. Highest references. Address R. A., Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as grain buyer in country town; experienced hand; German and American spoken; good references. Address F. A. Stumpf, Okarche, Okla.

POSITION WANTED as manager of country elevator or bookkeeper for grain firm. Four years' experience. Best references. Address Lock Box 481, Hastings, Minn.

SITUATION wanted by experienced man with good references, as manager of country grain business, or as superintendent or assistant superintendent of terminal elevator. Address J. R. Marshall, Glen Elder, Kans.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

WANTED—A position as bookkeeper or assistant buyer in grain office. Well acquainted with the track business. Have position with reliable firm, but desire change. References given. Address R., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain broker, elevator or mill having brokers wire in office, handling options. Telegraph operator 3 or 4 years; experience with brokers wire. Married man, 30 years old. Highest references. Now employed but want change. Address T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as buyer or bookkeeper and general office man by young married man with 5 yrs. experience in grain business. Am a man of good habits, a good accountant and thoroughly understand the care and handling of all kinds of eltr. mach'y and grain. Would consider any fair position. Address A. F., Box 9, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

## MILLS FOR SALE.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

**ENGINES FOR SALE.**

**GASOLINE engine for sale, 10-h.p.** Temple Pump Co., 15th Place, Chicago.

**FOR SALE**—One 40 H.P. gasoline engine in good condition. Address W. H. Vander Hayden, Ionia, Mich.

**FOR SALE CHEAP**—50 H.P. Otto gasoline engine, almost new. Address Ashley Milling Co., Ashley, N. D.

**5 H.P. HOLIDAY gasoline engine,** nearly new. Write for price. C. M. Starr, 1419 S. Main St., S. Bend, Ind.

**FOR SALE**—A 10 h.p. Columbus engine in good second hand condition; carefully overhauled. Wallace Machinery Co., Champaign, Ill.

**FOR SALE CHEAP.** One 18 H.P. gasoline Foos engine. Guaranteed to be in good repair. Good reasons furnished for selling. Also shafting and pulleys. J. A. Mouch, Mooreland, Ind.

**20 H.P. Foos, 12 H.P. Otto, 6 H.P. BAUER.** These engines are thoroughly overhauled and in A1 order and were taken in trade on larger "BAUER" engines. Bauer Machine Works, 17th & Wyandotte, Kansas City, Mo.

**GASOLINE ENGINES**—We have discontinued building small engines, but still have a few of the 2, 7, and 12-H.P. sizes of our celebrated Oil Cooled Engines which we will close out cheap for cash. Hart-Parr Co., Charles City, Iowa.

**ENGINES FOR SALE.**

- 5 H.P. Foos gasoline engine. \$125.00.
  - 6 H.P. Foos gasoline engine. \$150.00.
  - 5 H.P. Webster gasoline engine. \$125.00.
  - 7 1/2 H.P. Webster gasoline engine. \$175.
  - 4 H.P. Waterloo gasoline engine. \$75.
  - 4 H.P. Lambert gasoline engine. \$75.
  - 15 H.P. Fairbanks gasoline engine. \$300.
  - 20 H.P. Fairbanks gasoline engine. \$375.
  - 12 H.P. Waterloo gasoline engine. \$250.
- Allen P. Ely & Co., Omaha, Neb.

**GAS ENGINES FOR SALE—**

- 28-H.P. Fairbanks Morse.
- 40-H.P. Lambert.
- 35-H.P. Foos.
- 16-H.P. Fairbanks Morse.
- 12-H.P. Fairbanks Morse.
- 8-H.P. Fairbanks Morse.
- 7-H.P. Webster.
- 5-H.P. Webster.
- 18-H.P. Olds.

Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

**MISCELLANEOUS FOR SALE.**

**FOR SALE**—New 2 inch Gardner automatic governor. Will sell cheap. Address Box 281, Ridgeville, Ind.

**FOR SALE**—1 Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

**MOTORS FOR SALE.**

**FOR SALE,** Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

**MACHINES FOR SALE.**

**FOR SALE**—One size 1 Barnard & Leas corn cleaner good as new. For information apply to Chas. Henn, Borton, Ill.

**FOR SALE**—1 Monitor No. 5, 1 Barnard & Leas No. 48, 2 Barnard & Leas No. 6 Separators, cheap; good condition, but too small for us. Sheffield-King Milling Co., Minneapolis, Minn.

**FOR SALE**—One No. 179 Eureka Receiving Separator complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to Montana Elevator Co., Moore, Mont.

**FOR SALE**—One A. T. Ferrell & Co. No. 89 Clipper Grain Cleaner (without rolls). This machine has been used but 4 days and is equipped for cleaning navy beans. Will have whatever screens added that will be required. Address The Jersey Packing Co., Cincinnati, O.

**MACHINES for sale**—One 300 to 400 bu. Marseilles New Process Corn Sheller. One Marseilles New Process Corn Cleaner, No. 1. One "Western" Shaker Corn Cleaner, No. 2. One Nordyke & Marmon Corn & Cob Crusher. These machines are in fair condition. Prices made known on application. Lyons Mill & Eltr. Co., Lyons, Ind.

**SCALES FOR SALE.**

**SCALES for elevators and mills; low** est prices. Chicago Scale Co., Chicago.

**FOR SALE**—Two 22-ft. Fairbanks 6-ton wagon scales as good as new. Coen & Brady, Rensselaer, Ind.

**THE BEST heavy scales for grain** dealers. Government Standard Scale Works, Terre Haute, Ind.

**SCALES of all kinds; repaired, rebuilt,** tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

**FOR SALE**—One 22 ft. Fairbank second hand wagon scale in first class condition and will be shipped direct from the repair shop to purchaser; price \$40.00 f. o. b. Des Moines. Address Scale, 710 Youngerman Bldg., Des Moines, Ia.

**ENGINES AND BOILERS.**

**FOR SALE**—two second hand boilers complete, including front and grates, size 56 by 16, 44-4 in. flues. Ellsworth Mill & Elevator Co., Ellsworth, Kan.

**FOR SALE**—Four 125 h.p. tubular boilers complete with fittings except grate bars; 1 Atlas, 4 yrs. old; 3 Kewanee 6 yrs. old; also 4 revolving Wallace stokers. American Hominy Co., Indianapolis, Ind.

**ENGINES WANTED.**

**ONE 20 to 25 H.P. 2nd-hand marine** or stationary gasoline engine wanted. Rapi-er Grain & Seed Co., Owensboro, Ky.

**MISCELLANEOUS.**

**WANTED**—The address of Carroll Eltr. Co., Chicago. Address M. R. Corp, Box 8, Grain Dealers Journal, Chicago.

**ARMSBY CIPHER CODE WANTED.** Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

**CIPHER CODE WANTED**—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

**INFORMATION wanted regarding** the Produce & Grain Co., of Wheeling, W. Va., formerly managed by H. H. Daum. Address F. F. Hine, Box 8, Grain Dealers Journal, Chicago, Ill.

**WILLIAMS TYPEWRITER in good** condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Section prairie marsh land, 20 miles below New Orleans, La. \$6 per acre, costs \$10 more to levee and drain ready for plow; richest earth on earth. Now protected by Miss. levee—quick—E. R. Ulrich & Sons, Springfield, Ill.

**NO MORE LEAKS**—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

**BOILERS WANTED.**

**WANTED**—Two first-class second hand boilers about 40 to 50 HP. Kinsey Bros., North Manchester, Ind.

**MISCELLANEOUS FOR SALE.**

**LARGE R. R. TANK for sale.** Practically as good as new. J. F. Umpleby, Pana, Ill.


**GRAIN TESTERS.**

**Two quart testers, one quart tester,** one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

**MISCELLANEOUS WANTED.**

**WANTED**—Belting and 75 cups not less than 18 in. Also large size Western sheller. Must be in good condition. B. C. Ragon & Sons, McLouth, Kan.

**WANTED**—Second-hand air grain drier of 125 bus. per hour capacity. Must be in first class condition. McKenzie Cereal Food & Milling Co., Quincy, Mich.




**MILWAUKEE  
BAG  
COMPANY**

**Our Bags will stand the Wear and Tear of any Mill**

They look like good bags—they ARE good bags, and we can prove it to you at any time. The best bag is the cheapest; MILWAUKEE bags are the best and the cheapest.

WRITE TO-DAY FOR OUR PRICES, and ask for some of our Cigar Bands.

**MILWAUKEE BAG CO. MILWAUKEE, WIS.**



**MILWAUKEE  
BAG  
COMPANY**



## SEEDS FOR SALE.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

MILLET—If interested in high grade German Millet seed, write us for samples and delivered prices in carlots. Missouri Seed Co., Kansas City, Mo.

MILLETS, CANE and Kaffir corn. German millet \$1.50 to \$2.00, cane \$1.50 to \$2.00, White Kaffir \$1.10 to \$1.25 per cwt. Bags 20c. Send for samples. M. Young & Co., Winterset, Ia.

## SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CANE SEED, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

## GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

For Sale by WISCONSIN NORTHERN GRAIN CO. of MINNEAPOLIS, MINN., operating both Country and Terminal elevators, Wheat, Oats, Corn and all kinds of screening. Correspondence solicited.

## HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote E. C. Hawkins, Broker, Nashville, Tenn.

WANTED—Oats, corn, hay and husks. Send samples and quotations. C. R. Baird Co., Chattanooga, Tenn.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C. M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

H. W. Rogers, Pres. J. C. Rogers, Vice-Pres.  
C. J. Hurlburt, Treas. S. B. Cochran, Secy.

## ROGERS GRAIN COMPANY

Buyers and Shippers of Grain

References: Corn Exchange Natl. Bank  
First National Bank

Main Office: 700, 701 & 718 Royal Insurance Building  
CHICAGO

## POPCORN WANTED.

POPCORN Wanted—Correspond with us, Bradshaw Co., New York, N. Y.

## MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

## THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.  
SPOT AND FUTURES.

H. W. ROGERS

J. C. ROGERS

## H. W. ROGERS & BROS.

Grain, Seed and Provisions

## COMMISSION MERCHANTS

700-701 Royal Insurance Bldg. - CHICAGO

## THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

Blue Grass

Orchard Grass

Millets, Hungarian

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN.

## SEEDS

## BUYERS OF SALVAGE GRAIN

### The Toledo Salvage Co.

Buyers of

OFF GRADES and  
SALVAGE GRAIN

Toledo, - - - Ohio

### Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

Hospital for Sick Grain.  
If you have sick grain, I can cure it.

If it's dead, I'll bury it.  
Don't throw it away but send sample to

### Frank Marshall

253 La Salle St., Chicago

He buys anything, and good grain too.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

bus.

State.....

We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



FOR PRICE ON WAREHOUSE  
AND ELEVATOR MACHINERY

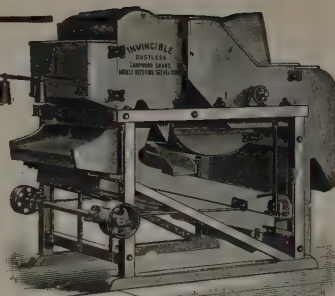
WRITE

The Philip Smith  
Company,

SIDNEY :: :: OHIO

## Elevator Men

Who are the most successful know that it pays to clean grain. They have figured first cost, capacity, power consumed, space occupied, cost of repairs, durability and length of service, and have bought the



## Invincible Separator

They did not do it as a matter of sentiment or to please us, but because the figures clearly showed that they could afford to pay a higher price for our machine and still save money.

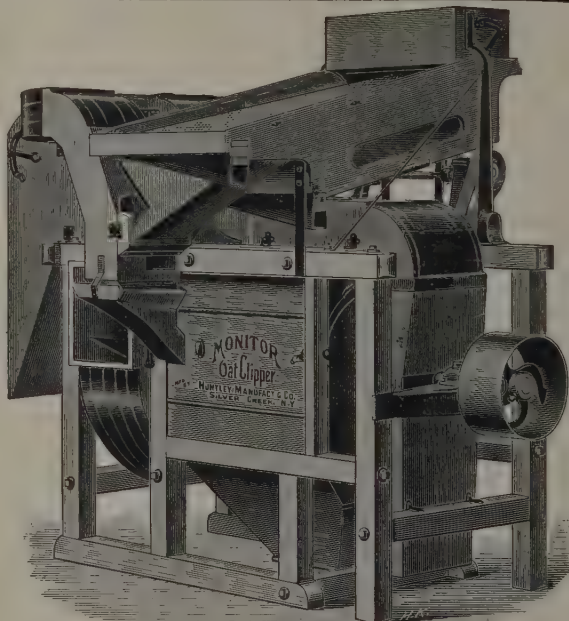
It will be to your advantage to investigate the Invincible Line.

**Invincible Grain Cleaner Co.**

SILVER CREEK, N. Y.

Represented by

W. J. SCOTT, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667  
EDWARD A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.  
C. L. HOGLE, 323 E. Washington St., Indianapolis, Ind.  
N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.



## The Monitor Oat Clipper

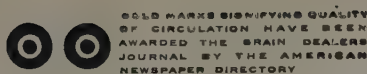
Should be given an audience by anyone contemplating the purchase of an oat clipper, for it has certain advantages of construction and operation which will instantly appeal to the practical man and convince him beyond question that it is the best machine to buy—send at once and receive a special folder descriptive of the machine illustrated here.

### BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agt.  
316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agt.  
121 Front Street, New York, N. Y., W. K. Miller, Agt.  
Mississippi and 17th Sts., San Francisco, Cal.,  
Berger-Carter Co., Pacific Coast Agents  
10 Board of Trade, Kansas City, Mo.,  
H. O. Draver, Southwestern Agent.  
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

**HUNTLEY MFG. CO.**  
Silver Creek, NEW YORK





## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.

A Red Wrapper on your Journal means your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., MAY 25, 1907.

ANTI-CHOKE alarms are not needed in an elevator which is properly constructed and equipped.

LOCUSTS of the 13-year variety are now predicted for Kansas and Missouri by the crop killers. Next!

CONFINE your dealings in organized markets to members of the regular exchange, and get fair treatment.

WHEN rebates and other discriminations are stopped everywhere grain dealers will have some show to win by their ability.

DAMAGES for loss due to unreasonable delay of grain in transit can readily be collected if reliable evidence of loss is presented.

THE SHIPPER who gives personal attention to the careful cooping of every car and then lines it does not complain of shortages.

NORTH DAKOTA bankers shud get into the grain business or the bucket-shop business and they wud soon realize the difference between the two.

NORTH DAKOTA item this month tells of the destruction of a grain elevator and 15,000 bus. of wheat as the direct result of a lantern being knocked down by an employee. Some tubular lanterns are constructed especially for use by careless workmen. Such shud be provided where much night work is necessary.

BUCKET-SHOPS will continue to do business in a few misguided states like Illinois, Nebraska and Kansas, but justice will catch them in the near future.

CARRIERS shud be required to furnish cars of the capacity asked by shippers or else permit the minimum carload capacity of such cars to govern in assessing freight.

THE ASS'N Sec'y who dictates the selection of a manager or a commission merchant is working his graft so hard it is bound to break his neck soon. Some shippers prefer to manage their own affairs.

MANY FIRMS now improving elevators will wait until next winter, and spring to install a grain drier in their plant and then suffer greater loss from lack of drier than it wud have cost to install it.

THE SOCIETY of Equity will hold a dollar wheat convention at Omaha early next month in hope of equalizing the supply of money now possessed by farmers among the different promoters of the organization.

RATS and mice have destroyed much grain for country elevator men the past winter principally because few have made any systematic effort to obtain relief from the rodents. Invariably the damage done is many times what it wud cost to exterminate the pests.

THE BARNBUILDER is again abroad in the land and as usual will erect some grain elevators, which will fall in a heap when they are loaded next fall. If you do not want to have it fall upon you entrust the work to men of experience who make a specialty of grain elevators.

NO REBATES are granted by any railroad company, of course not; yet the Chicago, Milwaukee & St. Paul plead guilty in New York last week and paid a fine of \$20,000 for having granted rebates in violation of the Elkins Law. Some day the railroads will be content to treat all shippers alike.

A COURT referee in the case of the state of Nebraska vs. the Nebr. Lumber Dealers Ass'n has decided that "a trade organization is liable only for acts that come within the provisions of its constitution and by-laws. The organization cannot be held responsible for illegal acts of individual members." This seems reasonable and just.

BUILD your elevators on your own ground, then if the railroad company desires to construct track over site of your house, it will consult your wishes and bear the expense of moving the house. The straightening out of curves and shortening of lines in many of the grain states is causing much uneasiness to elevator men who expect to be requested to move.

BY WRITING out formal orders for cars and stating exactly when you will need them you help the station agent to remember your needs, and at the same time can warn him of the possible losses his company will be expected to make good in case it prevents your fulfilling your contracts. Written orders bring cars for many shippers where verbal orders fail.

SHIPPERS who visit the inspection tracks of terminal markets always express surprise at the condition of cars and grain upon arrival. Invariably they become better shippers, they more carefully prepare their grain for shipment, grade more closely and cooper cars well enuf to carry the load. Such inspection invariably proves worth many times its cost to shippers.

A MICHIGAN elevator company which has experienced much difficulty in obtaining cars during the past season has recently purchased six 80,000 lb. cars which will be used exclusively for transportation of its grain. If the company can keep control of its rolling stock and succeed in buying enuf cars to meet its own needs, it will have solved the car shortage problem.

RAILROADS which refuse to permit their cars to be run a short distance from their rails in order that consignee may unload at desired elevator shud be called down by Railroad Commissions, and compelled to enter into agreements with one another insuring the prompt return of cars. The grain trade has suffered enuf from the school-boy tactics exhibited in different grain centers.

SOME shippers have found it to their advantage to report weight of shipment to terminal markets having disinterested weighmen. This enables the weigher to watch more carefully for shortages and to look for causes where shortage is found to exist. In some cases cars have been repaired and all evidence of the cause of shortage removed before it arrives at the unloading elevator.

TWO GRAIN DEALERS at each station if provided with large, well equipped houses for the rapid handling of grain wud suffice for the largest station and result in fewer fights, more harmony and the handling of grain at a reasonable margin of profit. By limiting the number of elevators at a station, the producer and consumer wud save money, and the grain dealers as a whole wud be ahead.

IT SEEMS to be a new fashion with Europeans to rush into print every time a shipment of American grain or malt does not come up to what they would like, altho occasionally they admit having purchased a low grade because of its lower price. One of the latest complaints along this line comes from Austria, which in reality is a very weak attempt to find fault with American malt.

RAPIDLY revolving shafts shud be protected so that no one will be likely to come in contact with it, and set screws shud be further protected by encasing the shafting with a guard so as to prevent screw catching in the clothes of operators or visitors. Both are dangerous. Both maim and kill many men and children every year. A little precaution will help to reduce the number of unfortunate sufferers.

THE FIREPROOF elevator is becoming so popular, the time cannot be far distant when all large storage plants will be built of fireproof material. The increased cost of insurance on grain stored in old wooden fire-traps of itself amounts to more in a few years than the increased cost of the fireproof plant, and at the end of that time the owner has a good grain store house and cheap insurance guaranteed thereafter.

SLOWLY but surely the grain elevator seems to be forcing itself upon the rice trade. A concrete elevator is now being built at Beaumont, Tex., for one rice milling company and the contract for a steel elevator has been let by another rice milling company. There seems to be no good reason for the rice trade continuing on the retail plan of handling rice when the expense of doing so is so much more than that of handling wheat and other grain in bulk.

SHIPPERs who come in contact with their representatives in Congress shud keep in mind the needs of their business along the line of a Federal Reciprocal Demurrage Law, one which will insure carrier paying for delay in furnishing cars or forwarding freight just as it now requires shipper, receiver or other carrier to pay for delay of its cars. The trade will not obtain the shipping facilities needed until shippers persistently demand it of Congress.

EMPLOYEES of country elevators, who study the problems of the business and give special attention to the operation of the elevator invariably receive recognition of their increased value to their employers. The competent men are getting better wages today than ever and no doubt their services are of more value about the elevator. However, there is still room for improvement and the best man will look out for the business and try to be of greater service.

EUROPEAN importers of American grain will soon hold another meeting to discuss the finality of American certificates and it is to be hoped that different sections of the cash trade will be represented as well as the tricky exporters, whose bulldozing of some inspectors is responsible for all American certificates being discredited abroad. The inspection certificates of some export markets are always above suspicion, yet the European buyers do not recognize the difference and blame the federal government with all their grief.

A SHIPPER who complained most bitterly of shortages in a terminal market was convinced by the resulting investigation that his automatic scale shud be so placed that shipments only will be run thru it. The loading of a car was interrupted to receive several wagon loads of grain which were run thru the automatic scale into bins; then the work of loading was continued; but, the weight of the grain sent to the bins was not deducted from the weight shown by scale to have passed thru it, hence he supposed he had a shortage and kick.

ALL MARKETS which really want the patronage of country shippers will see to it that the authorities in control of grain inspection will adopt uniform rules drafted by the Uniform Grade Congress. Of course, the adoption of uniform rules will not insure uniform grading, but it will be a long step in the right direction and enable shippers to make close comparison of grading in different markets. The wonderful lethargy exhibited by shippers in behalf of this reform is truly amazing. They will profit more than any one; yet few of them are even writing letters demanding this first step toward reform.

SELECTING the time and place of the Annual Meeting of the Grain Dealers National Ass'n has now been postponed so long that it will be impracticable to hold a summer session. This is fortunate as it will force the holding of the National meeting in the fall as formerly and thus prevent its interference with the Annual Meetings of state and local associations, which are held in the spring and early summer months. It is to be hoped that the place for the fall meeting will soon be decided upon and thus give the supporters of the organization an opportunity to pull for a good program and a large attendance.

THE MARGIN of profit on grain is gradually becoming smaller, so that many country shippers find themselves pushed to clean all grain and place it in prime condition before shipment in order to make a living profit out of their grain business. The dealer who is unwilling to give enuf time or attention to the improvement of grain, to realize this extra profit will become disgusted with the narrow margin and seek other lines. The idea of shipping corn which is full of cobs, husks and silk must appear very short-sighted to experienced shippers; yet shipments of dirty corn are graded down on every market daily.

WHEAT has reached a price where country dealers can no longer afford to accept dirt and other foreign matter at wheat price. Not only must they grade wheat closely, but also discriminate sharply against the dirty wheat. Many millers run all wheat received from farmers thru receiving separators before weighing and return the screenings to the farmer. In most sections it will be easier for wheat buyers to adopt this practice than to dock for dirt. The country shipper can not hope to sell the dirt for wheat, and at ruling prices he must buy on a very wide margin or have his profit wiped out by the dirt.

## ELEVATION ALLOWANCES.

The Interstate Commerce Commission has decided that the Santa Fe, the Missouri Pacific and the Burlington railroads can not refuse allowances for the elevation of grain at Atchison when granting it at Omaha, Kansas City and other competing markets. If such discrimination against Atchison is unlawful then it must be unlawful elsewhere and railroads which grant the allowance or rebate at one point for the transfer of grain from car to car must grant the same allowance to elevator operators at competing markets. Refusal to do so amounts to discrimination.

In view of this latest decision of the Commission the railroads will soon seek to hedge on their contracts to pay elevation allowances and seek to abolish all such favors. Discontinuing the payment of allowances will thro some of the terminal elevators back upon the railroads. Their charters require them to provide depots for freight and passengers and inasmuch as they accept grain in bulk for transportation they must provide depots for its handling and storage for a reasonable time. In the removal of the allowance abuse the trade may get what it long has wanted—public elevators operated by disinterested parties.

## WILL THE TRADE INSIST UPON UNIFORM GRADES?

The time set for the general adoption of the uniform grades drafted by the Uniform Grade Congress last December is now less than two months away. If ever the trade is to be simplified and unified, these grades must be adopted and rigidly enforced before the opportunity of doing so is lost.

The bickering exchanges which are selfishly watching one another, fearing lest some advantage be gained by a competing market, need to get together and work for the upbuilding of the entire trade, for thereby they can do more to promote the real interests of their own market than they can ever hope to gain by stealth.

The recognition of the value of moisture tests in determining the value of grain is so general that no self-respecting grain inspector can afford longer to grade grain according to the old guessing system. The trade needs and the shippers ask the establishment of honest uniform grades. With the same rules in force in all markets, shippers wud soon become familiar with the grades and involuntarily buy by grade.

If State Political Inspection Boards refuse to join in the effort to attain simplicity and uniformity, then the trade shud go over their heads and force a recognition of the rights of the man who owns the grain. In too many markets has the grading of grain been an endless farce. If the existing authorities are to continue long in the control of inspection, it must be reduced to a business basis. The interests of all must be considered and treated with equity.



## CARELESS LOADING.

Bad order cars continue to arrive at St. Louis laden with grain, notwithstanding all shippers to that market always cooper and seal cars carefully and thoroly. During the month of April, 358 of the cars inspected had leaking grain doors; 31 were leaking over grain doors; 823 had leaky boxes; 48 had leaky end windows; and sad to relate 1,671 cars were open or not sealed. To be specific 99 had end windows open; 389 end windows not sealed; 1,183 car doors were not sealed. Not only shud shippers seal every opening of a car which they load with their grain, but they shud seal the openings with their own private seals which are numbered consecutively.

So long as shippers are so careless in the matter of coopering and sealing their cars, they must expect to suffer losses because their carelessness invites stealing in the yards at junctions and at terminal points; and it also encourages railroad companies to guard cars in an indifferent manner, if guarded at all.

The Supervisor of Weighing for the Merchants' Exchange is doing good work by careful inspection of cars upon their arrival and it is time that shippers were showing their appreciation of the efforts of terminal market exchanges to help them reduce shortages by exercising greater care in the shipment of their grain.

## ARE CONTRACTS WORTH READING?

Judging from the slack methods of some shippers who complain of the conditions of contracts they have entered into, when it is too late to make amendments or changes, it is an uncommon practice for shippers to read contracts entered into with track buyers.

The track buyer generally makes the terms of the contract clear on his postal card bid. Shippers accepting the bid also agree to the terms of the contract specified therein; hence shippers accept bids containing the condition, "Cars missing grade will be applied on contract at market difference day car is unloaded," altho they know this to be contrary to their interest. To the shipper who does not read closely or is not familiar with the ages taken by some railroad companies to transfer cars of grain from inspection track to terminal elevator, this condition seems harmless and of little importance; but when the grain is unloaded at the terminal elevator and is graded No. 4 or no grade, he immediately uses his lungs. Half the energy used in reading the conditions of the contract might have warned him against entering into it.

The deterioration of grain between day of arrival and inspection and day of unloading often amounts to several cents a bushel, and in many cases makes a loss where the shipper had a profit. If shippers guarantee grade of grain until day of arrival, they do their part, and it wud seem that any man interested in his own business wud refuse to accept any bids

which require him to stand for deterioration until day of unloading.

Many of the track buyers have clauses in their bid to the effect that "Cars missing grade will be applied on contract at market difference day of arrival." This places the burden of the depreciation between day of arrival and day of unloading on the buyer and makes the railroad company responsible for delay in terminal yards. The buyer can readily collect any loss due to such deterioration, if the carrier takes an unreasonable time in making the transfer, as it generally does.

It is much safer for the shipper to read carefully all provisions of his contracts and thus avoid assuming any unnecessary responsibilities. In many markets this extension of time of guaranteeing grade to day of unloading is worth  $\frac{1}{4}$ c to  $\frac{1}{2}$ c per bu. extra, and in some seasons of the year it is worth considerably more.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WHAT IS SHIPPING SCALE?

*Grain Dealers Journal:* What is meant by a shipping scale?—Roeller Bros., Midland, Mich.

*Ans.:* A shipping scale is a scale installed in an elevator for weighing grain as it is loaded into the cars.

### HAS YOUR DRAFT BEEN TURNED DOWN?

*Grain Dealers Journal:* In reply to B. C. G. in the Journal May 10 in regard to A. P. Aldrich & Son of Boston, we would say that we had an experience with them some months ago and can state on the very best authority that they are absolutely irresponsible and anybody who undertakes to do business with them is running a risk of a loss.—Meech & Stoddard, Inc., Middletown, Conn.

### WHAT IS FUTURE OF OATS?

*Grain Dealers Journal:* In reply to J. R. B., who is tempted to hold his elevator full of oats, for higher prices, I would say cash corn and oats at our different market centers have been acting rather heavy the past three weeks, and were it not for the high prices on wheat I am firmly of the opinion we would see these two cereals selling at lower prices. What is there in the situation to justify higher prices on cash corn and oats?

We have a very light export demand, and more than enough to go around for our home supply. In addition to this there has been a very large acreage of oats sown. The past ten days quite a few of my shippers have been unloading their oats and corn, believing they had better take a good profit while prices are apparently high. I am not a bear or bull on this market, but a staunch believer that supply and demand count more for the country shipper than what some of the professional speculators call dope. You will find fifty well-to-do country shippers out of every hundred who depend upon their cash business, eliminating speculation, to one well-to-do speculator out of

every thousand who thinks himself wise enough to forecast the future values on grain. God never meant nor gifted man with such power.—Harry W. Kress, Piqua, O.

### THE BEAN TRUST?

*Grain Dealers Journal:* We are somewhat at a loss to know who are the people instrumental in the organization of the Interstate Products Co. Is it composed of Michigan bean men or is it an outside corporation coming in? We are opposed to any such consolidation.—Michigan Bean Shipper.

### ILLINOIS ANTI-TIP LAW FAILED.

*Grain Dealers Journal:* In looking over the laws passed by the assembly just adjourned I fail to find the passage of the law providing a penalty for the giving or taking of tips for cars in this state. All grain men ought to be glad if such a law is in existence.—Frank Brown, mgr. Findlay Grain & Coal Co., Findlay, Ill.

*Ans.:* Schaefer's anti-tip bill, known as House Bill No. 614, was approved by the house committee on judiciary, but failed to pass.

### IS CORN KILN DRIED?

*Grain Dealers Journal:* In reply to E. M. S., asking whether corn which has been dried in the driers now in use is correctly described as "kiln dried," I would state that the driers in use are not kilns and consequently the corn is not kiln dried.

Kiln drying suggests great heat, since the word commonly is a part of the term lime-kiln. In a lime-kiln the fuel and limestone are burned in contact. So also in the brick-kiln, the heat is most intense. But corn itself is combustible and must be dried at a gentle heat or it will burn.

Fire-dried seed corn is preferred by the growers as possessing the highest germinating vitality; but the term means only that the ears have been stored in an artificially heated room.

Kiln-drying is applied to malt, oatmeal and cornmeal. Malt kilns require a high degree of heat to brown the malt for the desirable color; partial baking also is said to bring out the flavor of oatmeal. Malt and oatmeal can be dried successfully by direct application of the furnace gases; but corn never.

Shippers who dry corn have no wish to impart flavor to the grain, hence baking is avoided, as too rapid or high heat will cause the kernels to break up in handling. The best results are obtained by passing a large volume of air thru the grain as it passes thru the machine. The drier the air the more moisture will it absorb from the corn; and warm air will take up more moisture than cold air, hence the use of steam coils to heat the air to be forced thru the mass of corn.

Strange as it may seem the forcing of hot air thru the corn does not heat the corn to the same temperature as the air surrounding the grains. The evaporation of moisture from the surface of the kernels has a cooling effect that to a small extent offsets the heat. The process is completed when the required amount of moisture has been extracted.

A more descriptive name for commercially dried corn is "de-moistured" corn. This term would avoid the suggestion of heat, which is objectionable. We have de-natured alcohol, why not de-moistured corn? Even more explicit would be the name of the machine or the name of the inventor of the process used, as "Hess dried."—P. R.

## Crop Reports

### Illinois.

Bismark, Ill.—Our oats crop looks good and our corn going in good.—Ira Ingram.

Custer, Ill.—Farmers are about done planting corn. Ground is in good condition. Wheat not very good. Oats look fine. Prospects good for clover hay. Prospect for a good crop this season.—A. Robinson.

Birds, Ill.—Wheat is in fine condition in this section. Corn planting has been retarded by cold wet weather but with favorable conditions average crop will be put out.—C. E. Gibson.

Kendallville, Ill.—The conditions of the growing wheat crop is very discouraging. Will not have over 25% of average crop on account wheat being killed by freezing.—J. C. Fetter mgr. Campbell & Co.

Chicago, Ill.—Have been ten days in country thru Ill. and the crops are all looking fine. Corn went into ground in fine condition. If present corn matures farmers will all ride in automobiles.—J. C. Rogers.

Roby, Ill.—Our prospect for a new crop is fair. Oats look good also some wheat late. Wheat looks fine. Some farmers are done breaking for corn and a great deal is planted. Probably 1/5 of last year's corn crop in hands of farmers.—J. J. Green, agt. National Eltr. Co.

Scotia, Ill.—Wheat and oats look fine. We will have lots more grain this year than last. Corn acreage is larger than ever planted. Ground is in fine condition and farmers are well pleased. Say they have best stand in years. About 35% of old corn back in farmers hands will move between now and July.—E. P. Sapp.

Pontiac, Ill.—The first green bugs in Livingston county were brot to town May 23 from the farm of George Kifer, three miles from this city. He says they are quite abundant in his rye, and a few in the oats. A very heavy rain last night, and raining still to-day, and if Mr. Bug does much damage he will have to have rubber boots to get around.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

Belleville, Ill.—Warm and abundant rain in this section has made a great improvement in the crop conditions. The stand is thick and the wheat is now beginning to head. With the exception of being a week to 10 days later than last year, the prospects here are equal in every respect to that of last year.—The Crown Mills Co.

Bishop, Ill.—The growing wheat here is looking fine. If weather turns warm after good rain I expect an average crop. Ground has been broken up in good shape and corn will all be planted by June 1. Very little oats is raised here but that sown early is looking fine. The general prospect here is for an average crop of wheat. Green bugs have made their appearance; no damage so far. Oats looking good; with warmer weather now will make up for backward season. Corn about all planted. Ground in good condition. Very little old corn and wheat in farmers hands.—J. H. Bishop agt. McFadden & Co.

### Indiana.

Fort Branch, Ind.—Growing wheat showing nicely and in a week or so will begin to head, very small amount of old wheat on hand.—L.

LaFontaine, Ind.—Wheat is in fair condition. Oats are a good stand but are backward. Corn is late.—Banister & Martin.

Huntingsburg, Ind.—Prospect for wheat is fair, some complaint of damage by frost. I do not think that it is serious.—Louis Katterhenry.

Hudson, Ind.—The oats have all been sowed and are coming up nicely. The young clover looks poorly. Some of it was frozen during the month of April. Wheat looks fairly well. Think there will be an average crop thru here.—Strock & Son.

Huntertown, Ind.—Wheat looks very fine in LaGrange County, and farmers are figuring on big crop. At Huntertown wheat is fair and the bulls will some day take to the woods.—C. G. Egly, Berne Grain & Hay Co.

Berne, Ind.—What wheat is left looks fine last few days. Will get enuf for local milling purposes. Oats are even and look promising. Corn planting is half over. More old wheat here than is needed for local mills, but farmers are holding on to

everything.—C. G. Egly, Berne Grain & Hay Co.

Hoover, Ind.—Wheat looks much better than it did one month ago. About the usual acreage. None plowed up. Oats 75% of usual acreage, quite late but growing finely. An average acreage of corn planted, generally late but weather favorable. About 3/4 usual acreage of hay. A great deal plowed up. Weather favorable for meadows.—D. C. Shirk.

Kitchel, Ind.—Wheat is very spotted and uneven. Some few fields look good but there are many poor ones. Looks like about 60 to 75% of a crop. Corn is all planted altho some had to be planted over. The cold backward spring delayed planting, and corn is coming up slowly and very uneven. Oats and grass are very small.—W. C. Hart.

### Iowa.

Montgomery, Ia.—More small grain was put in this year than usual, and it is in fair condition. Corn planting is now in progress and the soil is in very good shape.—Chas. Rippe, agt.

Pierson, Ia.—All growing crops are very backward, have had little rain this spring. Corn planting is nearly all done. There is considerable old corn in farmers hands.—R. J. Heaton agt. Trans Miss. Gr. Co.

Inwood, Ia.—Crops are looking fine except a little backward on account of cold weather. Am six miles from Dakota line and crops there are looking good. Lots of corn here to be shelled and marketed before long.—W. P. Ladd, agt. L. T. Button Eltr. Co.

Industry, Ia.—This has been a very cold and dry spring. Everything very late. No grass in pasture yet. Oats are getting green but most of them are very thin and need rain. Corn planting is nearly done. The ground is in excellent shape for putting it in. Shud have rain soon.—C. S. Knudson mgr. St. Louis Eltr. Co.

Monteith, Ia.—Oats a little late getting started on account of dry weather but good rains the last 2 or 3 days have started them finely. Corn all planted and ground in fine condition. A we want is seasonable weather from now on and we will have a good crop of oats and corn. Not much wheat raised here.—W. L. Reed.

### Kansas.

Vassar, Kan.—Winter wheat will yield about 80% of a full crop.—Philip Kraft & Son.

Viola, Kan.—Growing wheat crop does not look very promising here.—G. M. White.

Offerle, Kan.—Wheat never looked better than it does at the present time.—J. H. Kimes, agt. Kans. Grain Co.

Ellinwood, Kan.—Our growing wheat looks bad owing to dry weather, green bugs and late frost. Can't have over 1/2 crop I fear.—Dell Peck.

Saxman, Kan.—Wheat is in fair condition and with plenty of rain we should make a 90% crop.—E. R. Hess mgr. Saxman Farmers Gr. Live Stock & Supply Co.

Rozel, Kan.—Growing wheat in fairly good condition. Green bug and weather conditions very uncertain. Not much old wheat left in country.—A. J. Garrison, Rozel eltr. Co.

Norton, Kan.—The recent snows and rains have put the ground in a fine condition and a bountiful reaping of winter wheat is almost assured.—J. E. Palmer, agt. Central Granaries Co.

Natoma, Kan.—Snow the 3d and 4th of May helped wheat some, but only the fields that had medium light stands. After plowing last fall the majority of the fields showed good stand of volunteer wheat. On top of that most farmers sowed their regular crop about a bushel and a peck, usually of small kind of wheat, but the favorable season brought every kernel up, which was equal to about 4 bu. to the acre. I have a 60 acre field on which I sowed only 1/2 bu. and it looks as tho it might make 12 to 15 bu. to acre. Rain within a few days would make some wheat where stand is thin.—Henry Schloh, agt. Hoffman Eltr. Co.

Topeka, Kan.—From the central section of the state damaging reports continue to come regarding the headway that the green bugs have made, until I am led to believe unless something happens to destroy these insects, the damage will be far greater than any one anticipated ten days ago. There is little damage reported west of the west line of Smith, Osborne, Russell, and Barton Counties. On account of the lack of moisture and cold nights the wheat is not making satisfactory growth and most all of our corre-

spondents advise that moisture is badly needed. It is difficult at this time to estimate the amount of damage. Cowley, wheat damaged 30%. Oats total failure. Wheat making no growth. Green bugs leaving. Plenty of moisture. Harvey, wheat damaged 50%. Oats damaged 80%. Wheat making fairly good growth. Bugs leaving. Plenty of moisture. Early prospects for from 20 to 30 bu. per acre have dwindled to from 7 to 12. McPherson, wheat damaged 45%. Oats total failure. Wheat not making satisfactory growth. Plenty of bugs. Moisture needed. Montgomery, wheat damaged 60%. Oats damaged 75%. Very little growth of wheat since Apr. 1. Bugs gone. Plenty of moisture. Reno, wheat damaged 50%. Oats almost entire failure. Wheat making no growth. Green bugs taking the corn. If no relief soon will raise very little wheat. Sedgwick, wheat damaged 50%. Oats damaged 75%. Wheat making no growth. Bugs found in all fields. Plenty moisture. Summer, damage to wheat 70%. No oats sown. Wheat not making satisfactory growth. Bugs all gone.—E. J. Smiley, sec'y Kan. Grain Dirs. Ass'n.

### Kentucky.

Newport, Ky.—Growing crops late but otherwise in good condition.—The Dorsee Co.

Muir, Ky.—The condition of wheat and meadows look favorable at this date (May 21).—McDonald & Hughes.

New Haven, Ky.—Wheat crop here is up to average. Corn planting is late. Oat crop looks fairly well.—G. B. Mather, New Haven Mill Co.

Owensboro, Ky.—A large amount of corn ground ready here. Wheat corn has been planted has rotted and many fields will have to be replanted.—Chas. Broecker & Co.

Frankfort, Ky.—The corn acreage of 1907 compared with 1906 is 100. The per cent of the crop planted May 1, 1907 is 30. Condition of wheat May 1, 1907 is 89. Oats acreage seeded 1907 compared with 1906 is 94, while condition of crop May 1, 1907 was 83. The condition of Barley crop May 1, 1907 is 93, and condition of Rye crop May 1, 1907 is 88.—Hubert Vreeland, Commissioner of Agriculture.

### Michigan.

Lansing, Mich.—The average condition of wheat in the state is 74. The average condition of rye in the state is 84.—George A. Prescott, sec'y of State.

### Minnesota.

Dakota, Minn.—The crops are very late. Winter wheat most all killed out.—M. V. Harrington & Son, agt. Western Eltr. Co.

Bricelyn, Minn.—Grain here is in good condition. There is a large acreage of oats but less of wheat in this territory.—E. Steffensen.

Minneapolis, Minn.—The cold weather has forced wheat to take a good deep rooting, and the plant will be healthy.—E. L. Welch.

Cologne, Minn.—Wheat all seeded, corn nearly all planted. Wheat altho several weeks later than last year is in good condition. Could use a little rain altho not absolutely necessary. We are looking for a good average crop.—Cologne Mill Co.

Minneapolis, Minn.—The present market is strictly a weather market. I think you will find conditions in the three spring wheat states, Minn., and the two Dakotas, as good as last year. They may be a little late but have been as late before. The Red River Valley has the best prospects it has had for the last eight years.—Geo. C. Harper.

Minneapolis, Minn.—I find we are about ten days behind in our seeding. Outside of that we hav'n't had better prospects for 3 years. The ideal season to sow wheat is about the 15th of May. Wheat sown last year up to June turned out well. All of wheat is sown in S. D., and 50% of it in N. D. and northern Minn. Diversified farming is decreasing acreage of wheat in this country.—C. E. French, sec. Northern Grain Co.

Minneapolis, Minn.—The country dealers report farmers in N. D. and southern part of Minn. are not behind in their seeding altho the growth may be two weeks back. North Dakota is not very far behind; may be two weeks. The crop goes in in better condition than usual. The soil is in excellent condition and in my opinion the snow has been more of a fertilizer than a detriment.—A. C. Randall, Randall, Gee & Mitchell.

Minneapolis, Minn.—I think the trade has gone plum crazy on the wheat market. There is no occasion for alarm in the Northwest and with favorable conditions from this time on Minnesota and



the Red River Valley will probably make up any loss they've had in the Southwest. They haven't raised a crop for four years in the Valley and this year looks like a good one. Think we will have all wheat we need when returns from threshers come in.—G. B. Gunderson.

Minneapolis, Minn.—As far as the markets are concerned, don't believe present conditions warrant \$1 wheat; 75¢ of wheat in N. D. is in ground, 90% of wheat in S. D. and Minn. is in. But there is no wheat planted in Manitoba. That is what is boosting the market. Don't think this weather is hurting the wheat. Don't think there will be as much durum wheat sowed this year as last. It has not proved altogether a success. Durum wheat grows better in a semi-arid country, than it does where there is plenty of rain fall.—H. J. Hollister.

Minneapolis, Minn.—The crop in the southern part of Minn. & S. D. is coming up fine; plenty thick with good roots. The prospects are good for a better crop in Minnesota and South Dakota than last year. The acreage of wheat is a little more than last year in the southern part of Minn. Barley, oats and flax a little less. In the middle part of Minn. the barley and coarse grain is larger than last year. In the middle and northern part of Minn. the wheat acreage is less. S. D. barley acreage has been increased, wheat acreage little less. I predict a good price for barley marketed early. Malsters will be bound to use new barley as soon as they can get it.—Thos. Hanson.

Minneapolis, Minn.—Wheat seeding is about completed, the some farmers in the north are still sowing wheat, possibly induced to take chances on a late-sown crop by the big advance in the price of wheat. Most of the farmers, however, are now sowing barley and flax and some plowing for corn or flax. Seed has sprouted and made a good start thruout the three states. Early sown grain in South Dakota and Minnesota has grown slowly and stooped well and now looks very promising. We have never had a crop put in under more favorable soil conditions. The amount of moisture has been about right, the soil fine and mellow, and low lands have all been workable.—The Van Dusen-Harrington Co.

## Missouri.

Louisiana, Mo.—The wheat crop looks good. Plenty of old corn in cribs.—Diamond Flour Mfg. Co.

Kansas City, Mo.—We have had a good rain over the dry section and it now looks as if Kans. might be in a position to get about as large a crop as last year.—Beach-Keever Grain Co.

Lee's Summit, Mo.—We had a very heavy snow here May 3 followed by a freeze, and the farmers say the fruit is killed. Only a few have corn planted, and none of it is coming up as ground is too cold.—E. P. Clark.

Miami, Mo.—Wheat is looking well. Lots of green bugs but no harm done yet. Oats are backward, and the bugs there. Can't tell what they will do to them. No stand of corn. Planting over all that has been planted.—Burruss Bros.

Montrose, Mo.—Wheat and oats best in years. Nothing will prevent a full crop. Our wheat is very thick on the ground, and heavy dews and hot sunshine when in the milk will cause much damage. No bugs here. Corn late.—J. D. Mann.

Moselle, Mo.—Indications point to 80% of wheat crop. Wheat is heading. Prospects are for 25% of an average oat crop. About ½ corn planted, with poor stand for what is up. Meadows are above average but timothy and clover very poor.—G. J. Wiley.

Mound City, Mo.—The prospects for a wheat crop here are good. No damage so far and acreage larger than last year. Oats are doing very well but have been damaged some by frost. Not many raised here. Farmers will finish planting corn this week. It is coming up nicely and we hear no complaint.—Mound City Mill Co.

Ladonna, Mo.—Green crops are looking alright. Wheat is equal to last year. Oats are all "ok" at present. Corn planting is progressing rapidly. Ground is in fine condition to make a crop altho we have had too much grain. All grain promises to make an excellent crop. The outlook is equal to last year and the wheat acreage is larger.—Wilder & Pearson.

## Nebraska.

Giltner, Neb.—Oats and grains very late, fruit all killed, wheat never looked better on May 1.—C. C. Beery.

Superior, Neb.—We have had very bad cold snowy weather for the past 15 days. It has done quite a little damage to wheat,

oats, potatoes and alfalfa.—C. A. Trueblood.

Cowles, Neb.—We had five inches of snow May 3. Corn planting has been delayed on account of cold weather, but with present rain and some early warm weather we look for planting to be in full swing in a few days.—H. Hund & Co.

Ellis, Neb.—Think we have yet a good show for an 80% small grain crop. We get rain soon. Listing is rapidly nearing completion under fairly favorable conditions. Have noticed some green bugs here.—H. E. Foster, agt. Neb. Eltr. Co.

Carlisle, Neb.—Winter wheat looking good altho it needs rain very badly. Oats look good but are rather small for this time of year, on account of so much cold weather. Farmers have commenced planting corn here but some are very likely to have to plant over again on account of cold weather and poor seed.—M. W. Spence.

Brock, Neb.—The green bug has made its appearance here in great numbers and is doing us damage. It's very dry. Farmers are two weeks behind with their corn planting. Oats have been badly damaged by frost. There is an immense amount of corn still in the farmers hands.—J. E. McKee mgr. Bartling Grain Co.

Uehling, Neb.—No harm has been done by insects to Nebraska wheat crop, and favorable weather shud insure normal harvest. The cold weather of April and May has retarded the growth of the plant but it seems to have done no damage. Normal weather and moisture will bring the crop up to the standard. Altho the harvest may probably be from ten days to two weeks late, the acreage is larger than usual, and local conditions are better. Rain fell in southeastern Nebraska May 17 from the Missouri river West for nearly 200 miles. The precipitation varied from ¼ inch to 1½ inches.—I. K. Johnson mgr. Farmers Gr. & Stock Co.

Lincoln, Neb.—Professor Lawrence Bruner, entomologist of the State University, states that he had a number of bugs from Nebraska and he has yet to find the bug which has done the damage in the territory south of us. Further he states that this green bug is in Nebraska wheat fields every year and it is prevalent in smaller numbers this year than usual and he does not apprehend any damage from it. The southern bug is a spring bug, and that as warmer weather is at hand, he does not anticipate that the southern green bug will visit us this year. Two of his office employees are visiting different sections in the southern part of the state. We do not think our wheat is suffering materially, tho we need moisture and warmer weather. We have fair showers in the eastern part of the state and the promise is for more. The weather is also decidedly warmer and we feel that our cold unseasonable weather is at an end.—D.

## New York.

Buffalo, N. Y.—The wheat crop in this State is not likely to be what was looked for early for the cold weather has certainly hurt it, though observers do not agree as to the amount. With wheat prices where they are the effort will be to save all that promises even a moderate crop, otherwise much of the thin fields would be plowed up.—J. C.

## Ohio.

Montezuma, O.—Wheat is all gone; oats lost fine, large acreage; corn about all planted.—J. M. DeWeese.

Milledgeville, O.—Condition of wheat now good if not damaged by frost. Corn planting not near done. Frost every night.—Gidding Bros.

Middletown, O.—Growing wheat looks well; promised average yield in our neighborhood. Corn is a little late but a few days seasonable weather will bring that alright. Oats backward. Do not promise much.—C. B. Palmer, Palmer Milling Co.

Miller City, O.—Wheat crop in this vicinity will be rather small as the outlook for wheat in some fields wud not justify farmers letting it stand so many fields have been plowed up and put in corn or oats, which will be large crops if nothing happens.—N. L. Miller.

Milford Center, O.—But little corn planted. Ground in good condition but cold. Oats backward. Great many fields very weedy especially where ground was not plowed, only harrowed before sowing. Wheat extra good. Small acreage. Meadows badly hurt by light frosts.—E. M. Fallington & Co.

## Oklahoma.

Oklahoma City, Okla., May 23.—None of the grain dealers in attendance at the annual meeting of grain dealers and mill-

ers here expect to have any oats. Local estimates of the wheat crop vary from 5 to 50 per cent of a crop with the pessimists in a large majority. A few who have visited the wheat fields since the coming of warm weather express surprise at the marked improvement in the condition of wheat. Much of the oat and wheat acreage has been plowed up and planted to corn and cotton. In some cases corn has been planted for the third time. The season has been so damp, cold and backward that much of the seed has rotted in the ground. The corn acreage has been greatly increased, but the condition is very poor at this writing.

Cordell, Okla.—Wheat will not be more than half a crop here. The first planting of oats is all gone. A great many farmers are talking about putting in oats now. Plenty of moisture in the ground. Everything looks favorable for a corn crop.—M. J. Long mgr. R. H. Drennon Gr. Co.

## Tennessee.

Kelso, Tenn.—Growing wheat in this country has greatly improved lately and with favorable weather we will have fully an average crop. The corn crop is backward but the ground is in unusually good shape for cultivation, and while the crop will be late, with favorable weather and a late fall, we see no reason why there shud not be an average crop.—R. D. Cowley & Luna.

## South Dakota.

Mansfield, S. D.—Conditions have improved last few days; grass and grain coming out of the ground with a jump. Chances still good for good crop.—Marshall Mills Co.

Marvin, S. D.—All crops in are doing nicely tho growing slowly. A little warmer weather wud be very beneficial. Quite a little flax and barley yet to be sown, and scarcely any corn is planted. All wet land which was to be sown to wheat has been abandoned and left for summer fallowing.—Chas. B. Williams, Marvin Grant Co.

Alexandria, S. D.—Small grain in this locality is all sown. Most of it is up, of good color but small for this time of year. What we need now is warm weather, then this section of the country will raise a good crop of small grain. Corn will not be half crop here. Seed rather weak and ground too cold to germinate well.—Agt. Shanard Eltr. Co.

## Wisconsin.

Fitchburg, Wis.—Crops over a week backward; corn one-half planted. Rain last 3 days, and if warm weather sets in prospects for good crop of small grain would be never better.—Lapley Bros.

Madison, Wis.—On basis of 100 representing prospect of a full crop, our report shows winter wheat 87, winter rye 96, alfalfa 84. The acreage of barley will again be considerably increased, while the acreage of corn will be greater than that of last year. Oats is our leading grain crop, and will not vary materially from last year, in extent of acreage.—John M. True, sec'y Wisconsin State Board of Agri.

## District of Columbia.

Washington, D. C.—Frequent showers from April 24, extending over the whole rice area, have greatly relieved the situation, and planting operations have been resumed generally. The Arkansas field, which this season will be considerably extended, is well advanced in plowing and in some sections some seeding has been done. It will require some sixty days (May and June) before any definite conclusions can be reached as to what the rice acreage for the season of 1907 will be, since the area are several important sections of the rice area where planting will doubtless be extended up to July 1.—Government Crop Reporter.

A maximum weight in grain bags is being considered by the legislature of New South Wales, Australia, to lighten the burden of grain handlers.

Vice-Consul Cheney of Reichenberg, states that American malt has scarcely any prospect of being received in Germany and Austria, because the American method of preparing malt is objectionable. The learned consul states that "Austrian malt is dried on the threshing floor, while in America it is automatically dried in drums." Fortunately for the American grower he has no barley to spare, the enormous home demand holding the home market up to top prices.

## Annual Meeting Texas Grain Dealers Association.

The ninth annual meeting of the Texas Grain D'lrs Ass'n was called to order in Imperial Hall, Ft. Worth, Thursday May 23, by Pres. Eugene Early at 10:30 a. m.

After the Invocation, Addresses of Welcome were delivered by the Mayor pro tem and by B. B. Paddock, Sec'y of the Board of Trade, to which response was made by Vice-pres. L. G. Belew.

On motion reading of the minutes of the last annual meeting was dispensed with.

President Early read the following address:

### President's Report.

Gentlemen:—In submitting my Annual Report to you, it is hardly worth while for me to call your attention to the many ups and downs attached to the grain business for the past twelve months, and especially so along the lines of transportation, hot corn and green bugs destroying our grain crop, and the Texas Legislature in session—all of which demanded the attention of those interested in the handling of grain. Notwithstanding all these drawbacks and hardships I consider that we are closing the year under very favorable conditions.

At the beginning of the year at a meeting held by the Executive Committee the conclusion was reached that we have members who never should have been admitted on account of not being regularly and exclusively engaged in the grain business at all times. It was decided by your executive committee to be more rigid in passing upon applications for membership and in taking steps to prevent or curtail the indiscriminate admission of all parties who might apply for membership. The committee instructed your secretary to make a thoro investigation regarding all applicants as to their standing, facilities and means for handling business and fulfilling their contracts and as to the length of time they had been engaged in the exclusive handling of grain. All this in a large measure, in my judgment, will explain the decrease in our membership for the past year, coupled, however, with the destruction of the grain crop by the green bugs and other hardships and drawbacks to the grain business. However, it is my judgment that quality is always preferable to quantity, and owing to the excellent financial showing by your Treasurer, I consider that the Ass'n has gained instead of losing in the decrease of membership.

**Legislation**—When the State Legislature convened it seemed that every member of the legislature had every manner of bill to present and some very detrimental to certain interests of the state and particularly to the grain business, were introduced, and stood a good show of passing unless strong opposition was presented. Your executive committee decided that it was necessary to protect your interests and be represented when the various bills of this character were being submitted, and instructed your secretary to look after these matters.

I am pleased to call your attention to the defeat of what is known as the Public Weigher bills, one of the most pernicious measures that has been suggested, detrimental alike to the farmer and the merchant, as well as the buyer and consumer. By persistent work of the secretary, supported by our loyal members, we defeated this measure, and this can be appreciated by all of you.

While in my judgment a good many measures were passed that should not have been passed and were injurious and detrimental to the prosperity of the country, yet I feel that we were instrumental in part, thru the efforts of our secretary, supported by the members, in having introduced and secured the passage of some splendid measures, one of which was the Robertson Bill, No. 481, clothing the Railroad Commission with power to make emergency rates, which authority has heretofore been questioned by the railroad attorneys.

Another bill that I feel will give the commerce of the country great relief that had our attention and support, and we were really instrumental in having it put on the statute books of the law, is House Bill No. 598, by Strickland, which gives the rail-

road commission power to require all railroads operated in Texas to furnish ample facilities and provide ample truckage to handle the commerce of the state.

While Senate Bill No. 82, by Hudspeth, is not just what I would have framed, yet we hope to get relief on the car situation from this measure, including the prompt handling and movement of cars and other relief necessary.

**Amendments to Constitution**—I think we should have some amendments to our constitution and by-laws, as to familiarize yourself with the work of the ass'n you will find that a good part of the time of your secretary and a great deal of the work of the ass'n is in the interest of arbitration, and as it seems to be now that some members do not put forth the efforts to adjust their differences, that they should do, but rather refer them to the secretary. I think in all cases filed for arbitration where compromise is made, and fully half the cases being so compromised, a fee should be fixed to cover the time and labor required in handling it, whereas now there is no clause in the constitution providing for any fee in compromised cases.

Your constitution should also be amended requiring all members filing cases for arbitration to file briefs or statements of their cases, whether they appear in person or not, as this would greatly facilitate the work of the arbitration committee.

An amendment should also be made in the constitution, in my judgment, making default judgments against members where they fail to appear, as binding as if the case were tried on its merits. And in all cases arbitrated, the deposit fees should be retained by the secretary until time for appeal has expired.

Papers will be read on the question of the requisite qualifications for members of this Ass'n and it might not be amiss for me to suggest that your constitution be amended on Eligibility for Membership, to conform somewhat to the suggestions and action taken by your executive committee.

I desire to commend to you the reports of the Secretary from time to time regarding the attitude of shippers, which I think you can read and consider very profitable.

While the outlook may be a little gloomy, yet all clouds have a silver lining, and the darkest hour is just before day, and what I consider an excellent showing to go in to the new year if our members will be loyal and stand by the Association, our prospects are indeed bright.

Sec'y Dorsey read the report of the Sec'y-Treas. as follows:

### Report of Secretary-Treasurer.

In submitting this report it is hardly worth while to take up your time in elaborating upon the work of the past year, as I have tried to keep you posted as to the work of the ass'n through the means of circulars.

You will note the decrease in the membership and I desire to explain that this is a result partly on account of the destruction of the grain crop by the green bugs and other drawbacks to the grain business in the way of transportation, and the falling off or retiring from the grain business of some who have been engaged in it. And another reason I might mention is the fact that at the beginning of the year the Executive Committee decided to be more strict in the acceptance of applicants for membership and to endeavor to restrict our membership to only regular bona fide grain dealers, and instructed your secretary to make thoro investigation as to the standing, facilities and means for handling grain business, ability to meet their obligations, etc. Since that time the parties would write me they would like to join the association, in forwarding them the necessary blanks, constitution and by-laws, etc., I would request them to advise me fully on the above mentioned points and give me references that I might make further investigations along those lines. In many cases I would never hear again from the interested parties.

However, considering the destruction of our grain crops and other draw backs to the grain business, I consider this a very flattering report both as to membership and to finance.

The financial cash balance on hand shows \$1,661.82, tho we are due on deposit fees and awards paid in on appeal cases, \$435.82. Leaving a net balance of \$1,226.00, which is the best financial showing ever

made at the Annual Meeting of the Ass'n. Thru instructions of your Executive Committee your Secretary has used every effort possible to prevent the defeat of one particularly objectionable bill for the legislature known as the Public Weigher's Bill, copy of which I have heretofore mailed you. If your ass'n had accomplished nothing else during the year but the defeat of this bill, which it did, I believe you will agree with me that you would have been well paid.

We have also secured the passage by the legislature the emergency rate bill, the value of which you will recognize at once, and also a bill giving the authority to the Railroad Commission to require railroads to provide sufficient facilities for the handling of the business of the country, and, we were also instrumental in getting passed a bill, which is that by some will relieve the car situation. It is now considered that we have the best railroad regulation laws in existence, but time only will prove the merits of these laws.

I want to thank many of the members for their loyal support and assistance in communicating with these senators and representatives when the suggestion was offered by your secretary. In our work before the legislature we had the hearty co-operation of the Texas Millers Ass'n and the Ft. Worth Freight Bureau.

At the last annual meeting we had 158 members. New members admitted since, 29. Total 187.

Deceased 1, expelled 2, suspended for non-payment of dues 17, resigned 33, leaving a membership of 184.

### Financial Statement.

Cash on hand May 21, 1906	\$ 97.93
From membership fees	290
From dues	1,796.40
From assessments	897.67
From deposit fees and awards on appeal cases	967.51
From advertisements in constitution & by-laws	55.00
From rent of desk room	7.50
Total	\$4,993.41
Disbursements.	
Expense arbitration committee	\$ 72.20
Postage	161.65
Stationery and printing	110.80
Refund on deposit fees and awards deposits on appeal cases	434.19
Exchange	.50
Traveling expense of officers and executive committee	242.90
Paid for Dallas News and Record	7.20
Attorneys retainer fee (last year)	25.00
Stenographer (last year)	25.00
Stenographer services (this year)	124.50
Office rent	190.00
Telephone (long distance)	71.55
Express charges	1.90
State and county taxes	2.00
Repainting door sign	.70
Hanging of Railroad Commission map	.25
Expense W. O. Brackett attending Interstate Commerce hearing	61.25
Secretary's salary	1,800.00
Total expenses	\$3,331.59
Balance cash on hand	\$1,661.82

O. P. Lawson read a paper on What Can Be Done to Increase the Yield and Quality of the Texas Red Rust Proof Oats from which we take the following:

### Increase Yield and Quality of Oats.

In the Red Rust Proof Oats, we, as grain dealers, should be doubly and triply interested, as it is a most valuable grain, and one to which we look for much of our profits. Oats are a valued product of our Southland, for the reason that they will stay in store for all time without being attacked by weevil, as is corn, wheat, peas, cane seed, Kaffir corn, and Milo maize. All of these may be entirely destroyed by weevil, while oats are immune and if properly garnered will keep in store a life time, and should be the prized feed crop of the South since they are used on every farm, and in every hamlet, village and city in this country.

I do not know the relative value pound for pound as compared with other cereals as a stock food, but I do know that they are a most valuable feed for all kinds of stock; and it matters not the price, there they are, and we will feed them. They, since oats are such valuable food and one of the main sources of our profits, we should all give assistance to the farmer to aid him in producing the best.

Our Red Rust Proof Oats are as good



as any in the world, and a very sure crop. I do not know the origin of them, but the earliest history I can find dates back to 1868. I have a letter from the Rev. H. Clark of Temple, Bell County, Tex., in which he says his father in 1868 hauled a bushel of these oats from Mississippi in an ox wagon. Up to that time he says oats could not be raised successfully here on account of rust. Mr. Clark says he planted three pecks of these oats, saving the other peck for future seed in the event of failure. So little faith did his landlord have in oats, he had to guarantee the rent in corn. The three pecks sowed made him thirty-four bushels with no sign of rust on them. All of these oats were saved for seed and another large crop made. This so opened the eyes of the people that the demand for these oats could not be supplied at two dollars per bushel. So the pioneer with his ox wagon, blazed the way for these splendid oats.

Mr. Early says he shipped the first car out of McLennan county in 1876. Mr. Harrison says he shipped the first car out of Grayson county in 1877. Since these oats were such a boon to this country they were much sought after. Being planted on our rich virgin soil before we were faced with weeds and obnoxious weeds they were the pride of the state, and twenty years ago we were supplying the Southeast with seed oats at a premium at from ten to twenty-five cents per bushel over the price of other oats.

That is a thing of the past, but why is it of the past? It is because we, as grain dealers have been neglectful as to the grade of oats we sold for seed. Some of us have shipped any kind of an oat that a farmer put into a bag, and what is the result? We have lost this splendid trade. What is the fault is it: ours or the farmers? I say it is our fault, for in shipping and selling bad seed, we bring trouble upon ourselves. Our farmers as a rule sow their seed without any sort of selection, and often when putting unclean seed into a drill, the drill will become choked and leave great skips all over the field where weeds grow and thrive, and when the binder comes along, it cuts the weeds the same as the oats and they go on thru the thrasher and into the sacks, and onto the dealer and then our troubles come, for we are now reaping that which we sowed.

As our pioneers pushed West and North, the Red Rust Proof Oats followed them, and the farmers of Oklahoma and southern Kansas are now raising Red Rust Proof Oats, and the joke on us is that they are selling them as Texas Red Rust Proof Oats.

Now, if every dealer in this state would make an effort to furnish his farmer friends with the best clean pure seed and urge him to sow nothing but the best, it would make a wonderful difference in our trade. We would then realize that which we have lost and furnish the Southeast with Texas raised Red Rust Proof Seed Oats.

Now, let me give you a few statistics: According to the year book of Agriculture ending in 1905, Texas has a ten year average of only 31 bushels per acre. During 1905, we had about one million acres in oats with an average of 31 bush, making thirty-one million bushels. Now, we dealers handle a good per cent of these oats, and suppose by agitating good clean pure seed to the farmer, we could increase this to 50 bush, to 50 bush, it would be 5,000,000 bush, more to the farmer and a two cent profit on this extra would be the sum of \$100,000 to us. Do you consider this worth thinking about?

If you will kindly pardon me for alluding to myself, I will show to you by my own experience in planting pure clean selected seed, that the theory of clean seed producing more abundant crops is correct. You doubtless know that I am raising an improved seed oat, and what I have done any farmer in the State had planted selected seed it would have meant the enormous sum of nineteen million bushels more to the farmer and at 30 cts. per bu. would have been, \$5,700,000, and our little two cent profit on this extra, would have put into our pockets \$380,000 every year since 1901, my yields have increased and I have made as high as 100 bus, on a single acre. With this kind of oats for seed we cannot help but have better oats and larger yields.

Farmers will judge their oat fields by standing off and looking at them, and they judge them about as accurately as a young fellow judges the speed of his horse. You never hear of a horse that cannot trot a mile in three minutes, but if they were

put to the test ninety-nine per cent of them could scarcely trot a mile in twice that time. So it is with our farmer. You seldom hear tell of less than fifty bushel average and often an average of 75 to 100 bus. and yet, on proper weighing, many of them would not weigh 50 bus, per acre.

We can scarcely realize what a 50 bus. average would mean to Texas; it would be 50,000,000 bus., which at present prices would be worth over \$25,000,000 and a two cent profit on this extra would be about \$500,000 to us. Have you ever thought that we should take a deep interest in our farmers? Haven't you noticed all along that every time he makes an extra bushel, we make an extra profit. So is it not just about as much our business to look after good yielding seed for the farmer as it is the farmers business?

J. P. Harrison moved the Sec'y be instructed to make an effort to have Mr. Lawson's paper published for circulation among the farmers.

Prof. A. M. Ferguson, Sec'y of the Texas Corn Growers Ass'n spoke of Factors of Progress in Texas Grain Growing. We take the following from his address:

## Factors of Progress in Texas Grain Growing.

"The Texas Corn Growers Ass'n, of which I happen to be Sec'y, is engaged in a campaign to stimulate a greater interest in the use of good seed and the adoption of better methods of preparing the land for, and the cultivation of Texas grain crops. The importance and urgency of such an undertaking is strikingly self-evident when we note the low returns which the farmers get from grain field, as compared with what they might get. There are something like 9,000,000 acres of grain crops grown in Texas,—more than half the land under cultivation.

What do these acres return to the farmers? Here are the estimates, based on the most accurate statistics at hand: Corn, average yield 18.1 bus. per acre, with a farm value of \$8.50; wheat, average yield 10.5 bu. with a farm value of \$8.25; and oats, average yield 26.5 bus. valued at \$9.73 per acre. The general significance of these low returns, and the bearing they have on the social and business prosperity of the state is worthy of serious consideration.

If we would increase the yields; increase the returns from the land and pay the farmer more for his labor; if we would make agriculture more prosperous we should study well the means of controlling or overcoming the factors that are responsible for these low yields. They should be taken up by our farmers and considered, one by one, until relief is found. There are a good many things that may be done to increase the yields. They may be classified as follows:

(1)—Repressive measure for the fungus and insect pests.

(2)—Measures for bettering the soil conditions, both before and after the planting of the seed;

(3)—Means of improving the natural productive power inherent in the seed.

If we are to attempt to add a fourth, it is in fact a part of the first three. We ought to provide more agencies for disseminating agricultural intelligence and information concerning improvements in agricultural practices. The most liberal encouragement should be given to measures for improving the rural schools, providing for farmers institutes, extending the rural free delivery—in short, everything that will counteract the mental stagnation that results from the farmers social isolation.

Let me call your attention to how some little things affect the yields. We are almost in the midst of the harvest of the small grains. Go into the field and count the stools on a yard square, and then count the number with blasted heads,—stools that have nothing but black powder where the grain should be. This black mass is the fruit of a fungus parasite that may be easily destroyed by an inexpensive treatment of the seed before planting. This fungus reduces the yield from 12 to 20 per cent as I have frequently found by actual count.

The "smut" should not be confused with the "rust" of the leaves and stems. The two diseases are quite different. The latter is far more serious and difficult to control. Much may be done by proper selection of seed of resistant varieties.

How many of us know the average producing powers of the many kinds of corn planted in Texas? Would the test of the seed taken from the seed bags of the farmers mean anything? A number of such tests have been made, both by pri-

vate parties and the Texas A. and M. College Experiment Station agree in demonstrating that there is no standard corn variety in Texas.

In a test of a number of samples here are some striking figures:

Best yielding variety.....47 bu. per acre  
Lowest yielding variety.....17 bu. per acre

Difference in favor of the best variety .....30 bu. per acre

Such results certainly show that there is room for much discrimination in the selection of seed, even in corn. In the case of oats and wheat where the practice is to plant the seed, field run without selection of any kind, the necessity for selection and improvement is especially needed.

This seed improvement is a great work and one which takes years of patient efforts to get them. Let us take hope from the successes in other states. Hays made the common Blue Stem wheat yield 5 bus. more per acre. Illinois farmers by a general adoption of the use of pedigreed corn seed raised the average corn yield of the state from 31 to 36 bushels per acre. Such a result in Texas would put \$17,000,000 spending money in the pockets of Texas farmers.

R. M. Kelso, the Original Champion of Shipping Grain Demand Draft attached to Bs/L. said the two oldest grain dealers of the state had long opposed these drafts but that lately J. P. Harrison had been won over and now sells no other way. For the special benefit of Mr. Early I wud like him to state his reasons.

J. P. Harrison: I acknowledge the corn. I did not feel like making Demand Drafts and for a long time held out against doing so. The Northern shippers sell no other way. I can buy no other way and I see no reason why I should extend credit and lose interest on my money. It is the only way to do business.

Fres. Early: I would like to have my drafts paid upon demand, but I cannot get buyers to do so. I would like to see the dates on some of Mr. Harrison's demand drafts and know the date of payment. Some of his customers will not pay my demand drafts and they say they never have paid them.

J. Z. Keel: I think we should make demand drafts. I shipped a car of corn "shippers order" to Stockdale, Tex. He paid my draft and paid the freight. He found the grain out of condition and went to the banker. The banker got the B/L away from the station agent, pinned it to my draft and returned it. The railroad says he must pay for the grain.

J. A. Stephenson: The Railroad Com'n has ruled recently that Shipper's Order shipments can not be examined until accepted.

J. Z. Keel: The miller, who will never accept Kansas City on Ft. Worth inspection is not right himself. He wants the whole say himself.

J. A. Stephenson: If our inspection is not right here in Ft. Worth we want to know it. We want to keep it right.

Adjourned to 1:30.

## LUNCHEON AT THE PANTHER CLUB.

When the dealers left the Convention Hall cars were in waiting to take them to the fair of Ft. Worth's famous aggregation of zoological experts, who assemble every Thursday noon during the summer months in a beautiful park—at the edge of town for the purpose of reducing the visible supply of meat and—(vegetarians are not eligible)—weekly they exercise the largest falsifying Roastfest now living in captivity outside the Roastroom of the Grill Club Washington.

Those accustomed to iron yud call it a Glorious Band of Truth Haters.

After the managers of the barbecue had filled the empty stomachs, different visitors were proposed for membership and their characters assailed in true panther

fashion. What was left was sold to the junk men for a song.

However, all save the Green Bug and the Bollweevil finally succeeded in getting past the membership committee.

All returned to the Convention Hall well cheered by the refreshments and roasts of the Panthers.

### Thursday Afternoon Session.

Those who got away from the Panthers Club were called to order in Imperial Hall at 2:30 by Pres. Early.

E. W. Crouch of McGregor favored the adoption of uniform practice in regard to Demand Drafts.

J. F. Edwards read a paper on The Qualifications Requisite for Membership in the Texas Grain Dealers Ass'n.

S. P. Render: I am a member both of the Oklahoma and the Texas ass'ns. I wish to call your attention to a practice detrimental alike to you and to us. I believe we should confine our dealings to those regularly engaged in the business. Yesterday a general merchant of our town, who has never been in an elevator and knows naught of the grain business was bid by Texas buyers to our detriment. I do not consider this fair.

J. P. Harrison read a paper on The Qualifications Requisite for Membership from which we take the following:

### Qualifications Requisite for Membership.

For some months I have contended that the membership rolls of our Association have been swelled to the point of danger, and I have in many ways urged upon our Secretary and Executive Officers the desirability—yes, the very necessity—of using every possible means to purge the rolls of many names whose presence thereon as members of an Ass'n supposedly composed of grain dealers has subjected our organization to widespread criticism, if not in some instances to a mild sort of contempt.

Having been one of the pioneers in the grain business in Texas, and one of the first members of the Texas Grain Dealers Ass'n, I feel that neither my interest in the welfare of the grain trade of the state, nor of the Grain Dealers Ass'n can logically be questioned; tho it may be that my views on the subject assigned me, if fully and freely expressed to this body would create in the minds of some a distrust of my motives, if not here and there an involuntary cry of "Treason!" I candidly say to you without malice, without rancor, and with all charity toward those of our members whose interests differ widely from my own and from those of many of my fellow grain dealers, that the time has come when this divergence of interests is so marked as to threaten the life of the Ass'n as now composed, and therefore I welcome this opportunity of saying to our membership in convention assembled that we are, in my judgment, fast approaching "a parting of the ways."

Years ago other prominent members of our Ass'n (including our present President) sounded the same warning, but it was unheeded alike by myself and nearly all the rest. Only when the situation recently seemed to me to become so fraught with danger did I recall this former warning and sound its echo. So to-day I would entreat you all, in fairness to yourselves, and to our Ass'n to ponder well my plea that we take immediate steps looking to the reorganization of our Ass'n upon lines which will make of it a Grain Dealers Ass'n in name, in membership, in unity of interests, and in the cohesiveness of our efforts for the protection of our character as members.

In name, because the members will be Grain Dealers and Grain Dealers only.

In membership, because the qualifications will be of such a nature that only dealers who are in the business permanently and substantially will be eligible, probably adopting some such rules as govern in the Exchanges of the large cities, where a man's moral, financial and other qualifications are investigated, considered, and his application voted upon. Initiation and other fees in an Ass'n so constituted, would be high; but to the concern really in earnest, this would be a small consideration in view of the guarantee such concern would have that its knowledge and experience gained by it in long years of

business would not be furnished broadcast to oftentimes temporary members, who because of their mere ability to pay the small price of initiation came into full fellowship, receiving from the Secretary's office all possible information regarding the responsible and irresponsible dealers throughout the country, and warning regarding the pitfalls of the trade, knowledge of which has been so dearly bought by the established concerns.

Then and only then will we secure the unity of interest I have referred to, and the general anxiety on the part of members to make the badge of membership a badge of honor.

Then and only then will membership in our Ass'n be sought, instead of our Ass'n seeking members for the sake of numbers. Then and only then will reputable dealers everywhere look to our Ass'n membership as representing the grain trade of Texas, and feel free to deal with our members on the same basis as they adopt toward business men in other sections.

By reaching out for this new order of things I would admittedly deprive of the right to membership in the Ass'n some honorable and worthy gentlemen who, though a credit to our Ass'n if it aims might continue so varied, yet so really negative in point of actual purpose as in the recent past, will not for various reasons be eligible. And while I should regret to lose the social and fraternal contact with these gentlemen in our meetings of the future, I should want them to feel that the new order of things was but a step of progress.

Also would I free the Ass'n from members of whom I have heard it said that they have used their membership as a cloak with which to shield themselves in questionable transactions. As striking evidence of the justice of this implication, I call upon you to witness the ever increasing list of reputable dealers outside of our Ass'n who, because of their inclination to submit petty controversies with our members to the consideration of our Arbitration Committee have been branded as unfair with the result that the impression is fast becoming general that our Ass'n as constituted during the last year or so harbors a number of goats among the sheep.

While I have briefly touched the most important subject, I confess to you freely that there are phases of it which I prefer to discuss only in private with our members, whether they be favorably or unfavorably inclined to the plan of forming new membership qualifications, and a consequent reduction of our membership rolls, confining membership to such dealers as are located in the grain growing section of the state, and are permanently established with their own handling facilities.

Pres. Hutchins of the Oklahoma and Indian Tys Ass'n was called to the front.

G. J. Gibbs favored the restriction of membership to those permanently engaged in the business. I know some have been admitted, who never expected to stay in the business and after using the cloak of membership a few months to the sorrow of regularly established dealers have dropped from sight. I believe we should make our dues higher and our fees higher so as to attract only the legitimate dealers.

I wud place the requirements of membership to the possession of facilities and capital and the intention to stay in the business so long as any grain is offered.

J. Z. Keel: I agree with the views of Mr. Harrison, but I consider it difficult to attain the desired end. I am not disposed to make the Ass'n a school for the inexperienced merchants, who hope in a few months to reap a rich harvest from the trade and retire. I wud rather have 40 or 50 members who make the grain business their regular calling than double that number of men, who only occasionally engage in the grain trade.

A. Early: I agree with what has been said but I doubt the wisdom of barring from membership every dealer who has no warehouse for those dealers will find some one to deal with.

W. O. Anderson: I endorse everything which has been said in favor of restriction of membership.

J. A. Hughes: I move the appointment of a com'te to draft amendments to the

Constitution covering who shall be eligible to membership. Carried.

J. P. Harrison, J. Z. Keel, G. J. Gibbs, and J. A. Hughes were appointed such comite.

E. H. Crenshaw moved the appointment of J. F. Edwards, J. A. Stephenson and J. T. Stark. A comite to draft amendment to Constitution as recommended by the President in his Annual address.

Pres. Early appointed E. R. Kolp, W. O. Anderson and L. G. Belew a Com'te on Resolutions.

John D. Shanahan of the Bureau of Plant Industry, Dept. of Agri. read a paper on Grain Standardization which is published elsewhere in this number. It merits close reading by every dealer.

Mr. Shanahan then conducted a moisture test on corn sample.

The convention then adjourned to Handley on Lake Erie, where the grain dealers and the members of the Texas Millers Ass'n were served a splendid Barbecue.

With full stomachs and light hearts the visitors returned to the city and were provided with seats at the Majestic Theater, where a special program had been prepared for their entertainment.

### Friday Morning Session.

Friday morning the dealers were called to order by 1st Vice-Pres. Belew at 10 a. m.

Upon motion of Mr. Lawson, Mr. Shanahan repeated his moisture tests on wheat and corn.

W. M. Randells of Enid, Okla.: Asked that Texas dealers take some action on the Tri-State Board of Appeals.

J. Z. Keel read a paper on the Relations of the Railroad to the People, from which we take the following:

### "Relations of the Railroads to the People."

It is a self evident fact that one cannot exist without the other. If there had been no railroads through Texas the plow share would have been an unnecessary visitor to these now fertile fields and no beautiful farm houses would be dotted here and there over our beautiful prairies. Without railroads we would not have the beautiful cities that are an ornament to the green hills of Texas whose growth is phenomenal and commercial activity has astonished the most sanguine expectation of not only its own citizenship but that of older states. In discussing this relationship let us be conservative.

The politician for his own selfish ends and to bring himself prominently before the people, makes all the fuss he can, attempts to prejudice the common people against corporations and the railroads. Hence we have in this country to-day a condition of affairs that is most deplorable. Indeed I am constrained to say without fear of contradiction that this state of affairs has been brought about largely by office seekers who prejudice the people against the railroad companies.

**Strained Relations:** To convince you of the correctness of my assumptions regarding the strained relations between the people and railroad companies go with me to the court house, watch the evidence in a case of John Jones vs. M. K. & T. for instance and notice the prejudice shown against the railroad company. It is impossible to get a verdict in favor of the railroad company and in many cases in the lower courts the R. R. pays but little attention to these cases, expecting to get justice before a higher tribunal. That this state of affairs should not exist is patent to all. The remedial agency is not at hand.

What shall be done? This is a question that is puzzling to all. That conservative men should make our laws; men who have the good of their country at heart and not their personal aggrandizement; men who believe that railroads have their rights as well as its individual citizens. To pass upon the rights of either should meet the disapproval of both judge and jury.

During the last legislature, if I am not mistaken, a law was passed that railroads should keep all Johnson grass cut from its right of way; yet your neighbor can sow all he wants and never cut it unless he



chooses to do so. Again, some brilliant mind introduced a bill that the railroad companies should keep at all times cars standing at their stations in order that farmers could load their stock and grain when they choose. Now this was radicalism in the extreme.

It is an old saying and I think a true one that there are two sides to all questions and that many look only on one side and are blind to the other. This is a condition that is to be regretted. Now in order to be fair and not prejudicial let us look at the other side of this relationship.

**Pooled:** Some fifteen years ago when railroads of Texas got together and made one man the rate maker for the state, in my town there was no solicitation of business. It made no difference which road you shipped over; each one got its pro rata. This state of affairs became so patent that finally, through the influence of two of Texas' greatest patriots we inaugurated a State Commission to regulate the rates within our state through Jno. H. Reagan and Jas. S. Hogg, both of whom sleep in long sleep of Death. The willow and the pecan bend their bows over their graves as the zephyrs sigh among them. The railroads themselves brot on this state of affairs. While our Commission says what the rates shall be, they seem to be satisfied. As proof of the fact they are building more railroads in Texas than in any other state of our Union.

The combination of all trunk lines in this country into a few hands has without doubt made the regulation by the government imperative. This giving rise to large concerns and corporations and by this running smaller concerns out of the market, has caused our government to authorize an Interstate Commission who shall say what rates are just, and who caused the Elkins Law to be passed, which makes it a crime to give rebates. The railroads, by their corporate greed, have caused all this legislation. Their radical methods to combine and charge what they please and rebate whom they please is as much in error, if not more so, as the little politician who stands upon the bushes and prejudices the man from the forks of the creek against all R. R. corporations. Thus you see radicalism is exhibited by both the people and the railroads and conservatism finds no permanent abiding place.

"Are the delays in handling and moving of freight by the railroads and the consequent injury and damage to the commerce and prosperity of the country, excusable?" There is not a more propitious time than now to discuss this most important phase of my subject. The season through which we have just passed makes its discussion almost imperative. In the Southwest, delays almost paralyzed business and a recurrence of these conditions would stagnate business to such an extent that thousands, being unable to fill their contracts, would be forced to the wall. I cannot get into a debate to say they are excusable. To admit it would seem prejudicial and my future argument against it would be destroyed. The development of the Southwest in recent years; the many feeders that the trunk lines were throwing out in every direction for trade was evident to the managers of these great roads that more equipments both in cars and motive power must be required. The injury to business on account of their inability to furnish cars cannot be estimated. It certainly dawns upon the mind of every business man that the matter of furnishing cars and reciprocal demurrage must be taken up by the Interstate Commission.

As stated in the beginning, we are not prejudiced in this matter. The railroads are my friends, but we must insist on being fair. To-day the railroads can do and charge you demurrage for every car that you do not unload or load in forty-eight hours. To this we make no complaint. It is correct; but while the railroads can charge us demurrage, we have no law that can force them to move our grain after being loaded, any law by which we can compel them to furnish cars for interstate grain.

This week we paid demurrage on several cars wheat from Kansas City. We reloaded that wheat back into M. K. & T. cars. The M. K. & T. agent refused to sign bills of lading on our elevator was situated on the Santa Fe, until these cars were set on his road. After notifying the Santa Fe people that these cars were loaded and ready to set to the M. K. & T., they stood at our elevator five days before they would allow us to switch them to the Katy. The very same wheat upon which we paid demurrage because we could not unload them. We had no recourse only to bide their time. This wheat was worth more than \$3,000. We had to pay interest on that amount of money before we could

get our loadings. If demurrage is a good thing, and I think it is, to make us unload the cars, a reciprocal one is right in order to make them move the cars. Can you see anything radical in this?

Last summer when the Keel Grain Company was organized we bot a big lot of wheat. It accumulated on us faster than we could handle it. Of course the railroad went after us for demurrage. Upon one occasion some of the officials of the Santa Fe were in my office. I was telling them my "tale of woes."

They remarked, "Keel, we think you are trying to do too much for your capacity and your troubles are nothing to us; the demurrage must be paid."

In about twenty days one of those gentlemen was there looking after the movement of cars. We had cars in their yard that we could not get placed to our warehouse. We informed the gentleman they had been there a long time and we needed the corn. He replied, "We will do the best we can, but the fact is we have not the motive power." The same reason he had given why I did not unload the cars; he acknowledged the same conditions existed with them. Yet I am punished and the railroad escapes.

This is unfair and I am here to tell you that this state of affairs will not and cannot be tolerated. We are a people that love freedom and justice and we believe that it should be meted out equally to the rich and the poor. If I am guilty of a crime in my dealings with the railroad I should be punished and if the railroad be guilty of wrong doing with the people, it should not go unpunished.

E. H. Crenshaw: The railroads are the only ones ever granted the right of eminent domain. They can take our property for the construction of a public highway and in return are supposed to furnish transportation facilities for the districts traversed. Yet they do not do it.

I say meet fairness with fairness, but by no means expect to get justice by tolerating abuses. I think much of the car shortage was merely an expression of the railroads resentment of the Hepburn law.

When the people were suffering from coal shortage last winter and the railroad yards at junction and terminal points were full of loaded cars and no empties to be had, the railroads sought to excuse the congestion by the lack of motive power. And yet during this time I saw many trains of 4 to 6 cars pass my elevator going each way. The railroads have no sense of justice or fairness except when their own rights or interests are under consideration.

J. A. Hughes read a paper on How to Prevent the Ravages of the Green Bug.

Prof. A. F. Conradi, State Entomologist, read an interesting paper on the Green Bug which is published elsewhere in this number.

G. C. Mountcastle: We cannot expect the members of our legislature to do anything to exterminate the green bug. I move that a comite of five be appointed to co-operate with a like comite from the Millers' Ass'n to raise \$1,000 for helping Prof. Conradi to continue his green bug experiments. Carried.

V. F. Weiser of the Millers' Ass'n assured the dealers that the millers would be glad to cooperate in any move to exterminate the green bug.

B. B. Paddock: You can put the Ft. Worth Board of Trade down for \$100.

E. R. Kolp: The Oklahoma dealers will give us \$1,000 if we exterminate this pest and keep him out of the territory.

F. M. Rogers of Ft. Worth spoke of the Relations Between the Millers and Grain Dealers: We cannot help being bears and you cannot help being bulls for we must buy and you wish to sell wheat. You shud deliver what you sell and receive pay for what you deliver. Our relations shud be brotherly. When your customers cannot do business fairly change to those who can be fair.

J. T. Stark: My relations with Texas millers has been more satisfactory than

with any others connected with the grain trade. Market conditions have a tendency to bias a man's judgment. I think millers try to weigh correctly, but I find marked variation in the work of their scales.

J. Z. Keel: Suggested the employment of an expert to be called in whenever a difference arises between the grain shipper and the miller in relation to weights or grades. I think the millers are as liable to err as the wheat shippers. Let us have an amicable settlement of these disputes so we can continue to trade with one another and be friends.

Adjourned to 2 p. m.

## Friday Afternoon Session.

Pres. Early called the meeting to order at 2:15 and asked J. S. Hutchins, Pres. of the Oklahoma Ass'n, to address the members. Mr. Hutchins suggested the establishment of a Tri-State Appeals Board of three members to be made up of one member from the Texas, Okla. and Kan. Ass'ns to which appeals from the state ass'n arbitration comites could be had in differences arising between dealers of two states.

The proposition was endorsed by W. O. Brackett, J. C. Robb and others.

L. G. Belew of the Comite on Resolutions presented the following resolutions, which were adopted:

### RESOLUTIONS.

Resolutions thanking Sec'y Wilson for sending John D. Shanahan, Prof. F. M. Webster and M. E. Carleton of the Dept. of Agri. and to Prof. Conradi and Ferguson, thanking the journals, the Ft. Worth Board of Trade for the hospitable entertainment and the Panther Club for admitting to membership ass'n members.

Resolved that we deplore the taking away of our fellow-member, Boone Kirk. We feel his loss in business and socially. We commend his meek and polite spirit in his walk among us. We recommend the emulation of his noble character to our brother members.

Also, that a copy of these resolutions be sent to the family of the deceased member. Respectfully

L. G. Belew, W. O. Anderson,  
E. D. Kolp.

J. F. Edwards of the Comite on Amendments to the Constitution presented the following, which upon the motion of R. M. Kelso was adopted:

### ARBITRATION REGULATIONS.

We, your committee, appointed on revision of the Constitution and By-Laws of the Texas Grain Dlr's Ass'n recommend

In all cases where either party to an arbitration fails to attend the comite meeting in person, he shall furnish the sec'y a brief of his case.

In all cases submitted for arbitration and afterwards compromised, the Sec'y shall retain one-half the regular arbitration fees, each party to pay his proportion.

In case where a default judgment\* is rendered against a party, said default judgment shall be as binding as if the case had been tried on its merits.

In all cases arbitrated, the deposit fees shall be retained by the Sec'y until time for appeal has expired.

J. F. Edwards, J. T. Stark.

J. A. Hughes of the Comite on Provisions for Eligibility to Membership recommended change in the Constitution and By-Laws. The following were adopted:

We your Com'ite respectfully recommend, that

Sec. 1, Art. VI of the Constitution be so amended as to read, "Any person, firm or corporation continuously and actively engaged in buying, selling and shipping grain and possessing reasonable and adequate facilities for handling same is eligible to membership when recommended by two members of this Ass'n in good standing upon approval by the entire Executive Com'ite after a full and thoro investigation by the Sec'y; the payment of a membership fee of \$25 and by signing an agreement to abide by and comply with the constitution and by-laws, rules and regulations thereto and all orders, awards and resolutions of the Executive and Arbitration Com'ite."

That Sec. 1, Art. III of the By-Laws be amended to read, "The dues of this Ass'n shall be \$2 per month—to be paid quarterly in advance."

That Sec. 2, Art. III be changed to read, "If dues and assessments are not paid in advance after ten days notice, the Sec'y shall make demand draft with exchange and if same is not paid then said member shall stand suspended and be so notified by the Sec'y."

That the following be added to Sec. 3, Art. III, "Any member suspended for non-payment of dues, may be re-investigated only by the unanimous consent of the Executive Com'te."

That these amendments be made effective at beginning of next quarter and that all conflicting portions of Constitution and By-Laws be hereby repealed.

G. J. Gibbs, J. P. Harrison, J. Z. Keel, J. A. Hughes.

Mr. Belew presented a resolution upon the death of Boone Kirk.

Mr. T. G. Moore: I wish to say that Boone Kirk was the biggest little man I ever knew.

J. Z. Keel paid a glowing tribute to the memory of Boone Kirk and the resolution of respect was adopted by a rising vote.

W. O. Brackett presented the following resolution providing for trade rules, which was adopted:

#### TRADE RULES.

Be it resolved, That the Executive Com'te be authorized to immediately prepare and adopt a set of trade rules to govern all transactions by members of this Ass'n when not in conflict with expressed terms of contracts, copy of which rules shall be furnished to each member as soon as adopted.

J. T. Stark presented two reports on Arbitration. The majority report recommending the adoption of the proposition to join with the Kansas and Oklahoma Ass'ns in the establishment of a Tri-State Appeals Board was adopted.

R. M. Kelso moved that appeals be limited to cases involving \$25 and over and that the Texas member of the Tri-State Appeals Board be appointed by the President for a term of one year. The Tri-State Appeals Board to provide ways for maintenance. Carried.

The election of officers resulted in the selection of Pres. L. G. Belew, Pilot Point; 1st V.-Pres. J. A. Hughes, Howe; 2d V.-Pres. J. T. Stark, Plano; Sec'y-Treas. H. B. Dorsey, Ft. Worth.

Executive Comite, G. J. Gibbs, Clifton; Eugene Early, Waco; C. F. Gribble, Sherman.

Pres. Belew appointed R. M. Kelso of Ft. Worth the Texas member of the Tri-State Appeals Board.

Adjourned sine die.

#### Convention Notes.

From Indian Ty.: J. K. Davidson, Muscogee.

Machinery men in attendance: B. J. Carrico, A. Bany of Richardson Scale Co., and Fred Wehmiller.

Insurance men in attendance included Chas. H. Ridgeway, Sec'y Western Millers Mutual, and Glen Walker.

The only souvenir passed around was an aluminum letter opener with the compliments of the Early Grain Co.

Fortunately no papers had been booked for Friday afternoon session else the discussion might still be in progress.

Bagmen were there in full force: J. A. Comer, rep. Milwaukee Bag Co.; C. E. Shipp, Max Ortlieb and A. Mayer.

Kansas City's delegation included G. A. Aylsworth, C. V. Fisher, E. H. Seaver, J. R. Tomlin, H. Ross, R. H. Williams.

The ass'n is developing some active debaters, but none more active than T. G. Moore. The Doctor scored some good points.

Kansas was represented by F. C. Dymock of E. R. & D. C. Kolp; C. A. Bald-

win; D. Heenan; F. G. Olson and J. C. Robb of Wichita and H. Hill of Arkansas City.

After adjournment the Executive Committee selected the following to serve as Arbitration Comite for the ensuing year: C. L. Moss, Dallas; J. P. Harrison, Sherman; T. G. Moore, Ft. Worth.

Oklahoma's delegation included H. Bird and G. M. Cassidy, Tonkawa; U. F. Clemons, Marshall; D. C. Kolp, Oklahoma City; B. U. Feuguay, Tonkawa; A. Harbour, Enid; J. S. Hutchins, Ponca City; O. W. Hutchison, Tonkawa; W. B. Johnston, Enid; W. M. Randells, Enid; S. P. Render, Norman; J. H. Shaw, Enid.

Ft. Worth men in attendance: Kent Barber, H. B. and R. T. Dorsey, Chief Grain Inspector G. H. Hodgins; R. M. Kelso, A. S. Logsdon, K. F. Dazey, C. W. Manford, T. G. Moore, J. L. Moore, G. C. Mountcastle, J. A. Mugg, Geo. Reinhardt, S. H. Ranson, E. G. Rall, J. A. Stephenson, F. Straughn, B. K. Smith, I. Updike.

Among those in attendance were W. O. Anderson, Vernon; W. W. and P. T. Andrews, Dallas; L. G. Belew, Pilot Point; J. E. Braunen, Blum; W. O. Brackett, Sherman; H. D. Butts, Galveston; B. E. Clement, Waco; S. H. Colwick, Dallas; E. H. Crenshaw, Hillsboro; E. W. Crouch, McGregor; E. B. Doggett, McKinney; W. S. Dement, Godley; E. Early, Waco; A. Early, Amarillo; J. F. Edwards, Dallas; H. C. Farrington, Chillicothe; G. J. Gibbs, Clifton; C. F. Gribble, Sherman; J. P. Harrison, Sherman; S. W. and I. C. Hays, Crowley; J. J. Hanna, Gainesville; J. C. Hunt, Wichita Falls; J. A. Hughes, Howe; J. G. Jones, Wichita Falls; J. Z. Keel, Gainesville; O. P. Lawson, McGregor; R. F. McGinty, Saratoga; C. E. Maedgen, Troy; L. Martin, Dallas; C. W. Meyer, Belton; C. C. Miles, Leonard; C. L. Moss, Dallas; F. Norton, Waxahachie; P. R. O'Dell, Hubbard City; W. L. Pitts, Marshall; J. T. Pickard, Weatherford; E. W. Rollow, Van Alstyne; J. C. Reader, Houston; J. A. Read, Blum; J. T. Stark, Plano; M. E. Sherman, Whitesboro; G. B. R. Smith, Celina; W. M. Smith, Sanger; H. G. Stinnett, Sherman; J. E. Surratt, Hubbard; F. A. Silvey, Howe; W. D. Van Wagenen, Houston; J. W. Webb, McKinney; H. T. Weathers, Greenville; J. C. Whaley, Gainesville, and W. H. Wingo, Wills Point.

## The Green Bug Problem in Texas.

[From a Paper by Prof. Albert F. Conradi, State Entomologist of Texas.]

The green bug (*Toxoptera graminum*, Rond) has ravished the Texas wheat belt several times since its introduction into this country. In its destructiveness it is erratic, appearing suddenly in immense swarms and then disappears for several years. It is due to this fact, no doubt, that Texas has never made any provisions for, at least, investigating the life history and habits of the pest.

When the outbreak threatened last fall no one knew more about the green bug than he did when the wheat crop was lost in 1901. So far as I can see now we will know considerably more about this insect next year when the sporadic outbreaks occur over Denton, Grayson, Fannin and Collin Counties, but I see no means available by which we are enabled to fight the pest effectively. There is no money except such as we ourselves furnish.

Altho we had no funds to carry on work we have watched developments as closely as possible. We anticipated this outbreak last fall and for that reason asked for an appropriation of the Adams fund appropriation by Congress a year ago in order to learn how this insect lives and feeds. Owing to circumstances investigations could not be begun until December 1st, 1906. The original source of infestation by the green bug indicates itself to be between Dallas and Denison and in a lateral direction of about fifty to one hundred miles east and west of a line connecting these two cities. It should be remembered that the green bug alone was not altogether responsible, because the wheat louse (*Symphocoryne avenae*) did nearly as much damage as the green bug in some localities.

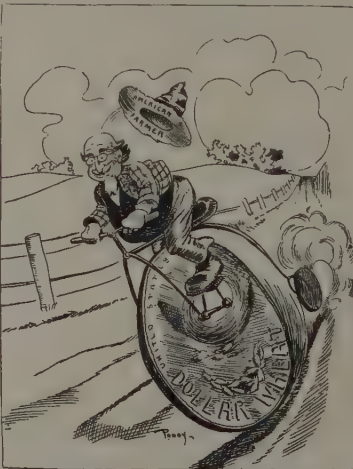
**Life history:** The green bug is a louse belonging to the same family as the cotton louse, plum louse, apple louse, cabbage louse, etc., but it is distinct from all of these in minute structure and in general habits. This insect reproduces by giving birth to its young alive, and without the presence of the male. A single individual can attain its growth and begin to reproduce in 8 days from the time of birth. Under favorable conditions it can reproduce at the rate of 10 young each day for a period of 12 days. After having given birth to from 100 to 125 young it loses its vitality and dies.

I have said we know little about this insect and its life history and series of food plants throughout the year are still unknown. We do know, however, the life history of several related forms and by thus comparing this insect with these forms we conclude that at some time males must be produced, also true females. After the mating of these sexes the females lay true eggs. This egg stage will enable the insect to be carried through unfavorable seasons. This stage, however, is yet unknown, but to any one familiar with animal breeding it would at once appear that were there no intervention of the male it would result in degeneration of the race. If this stage appears during the year we are confident it to be the most practical stage in which to eradicate this pest. This stage we are expecting soon after harvest time, and for that reason we have established a green bug laboratory at Plano with Mr. E. S. Tucker of the University of Kansas in charge.

The question arises: Should we fail to find such a stage, or, if found, it should not be practical for the purpose of eradicating the pest, what are we to do?

**Help Wanted:** The Department of Entomology of the Texas A. & M. College is continually asked for help to develop its policy of modern bug fighting. We have long ago realized that the methods employed against insect pests in northern States are ordinarily not adaptable to bug fighting in Texas. We must have something that is more rapid and more thorough.

We have studied this problem very hard for several years and have come to some definite conclusions. Most of our agricultural insect pests have important natural enemies. In the case of the melon louse and the green bug these natural enemies are of great importance. However, the natural enemies cannot be depended on under natural conditions at critical moments. In the laboratory at College Station we have carefully studied these parasitic and predaceous enemies. We have reared them through their entire life history. We know how many eggs they lay and how long they require to become full grown. We know how many green bugs they eat daily and we have determined at what temperature they hibernate successfully by which we are enabled to keep them in cold storage and keep them alive for many months. From this laboratory quantities can be sent out to sections of the wheat belt



An Old Exercise which is Again Becoming Popular.—Sioux City Journal.



where they become scarce through a lack of food supply.

The green bug's appearance, as every wheat grower well knows, fluctuates. It appears every 5th, 6th or 7th year, while the two years following the most destructive one, generally have sporadic outbreaks scattered over the wheat belt. If you believe that the green bug is absent during those years when no damage is noticeable, it is a mistake. The green bug is with us during all that time but in the presence of natural enemies the pest is held at bay. When through a lack of plant lice food the natural enemies die, it gives the green bug an opportunity for development and owing to his wonderful powers of reproduction the pest soon sweeps over the wheat belt. The reason we predicted a green bug outbreak last fall was based on the absence of natural enemies in the territory where the trouble generally begins.

It must be remembered that the natural enemies are only effective in fall and spring. The green bug does not hibernate, but breeds in the temperature ranging from 80 to 90 deg. F.

The winged specimens are not the real parents, these are the ones that disperse the infestation over new territory, thus insuring the preservation of the race. If these winged forms were absent, the bugs would have to die when the food plants have been devoured.

The pest is an enemy to wheat and oats. Indian corn, Kaffir corn and sorghum, alto attacked, are not desired food plants and it will only attack them where the wheat and oats is harvested or otherwise destroyed.

Procedure toward eradication of the green bug is being followed along three distinct lines: (1) By ascertaining its life history, thus learning the different stages through which it goes. The most important is the sexual stage and this is unknown to man. We confidently expect this to be determined at the green bug laboratory at Plano, and it is reasonably certain that it will be the stage in which it can be most thoroughly and economically controlled.

(2) By providing conditions whereby natural enemies so abundant in Texas, can control it. That this can be done has been demonstrated at the A. & M. College green bug laboratory.

(3) By mechanical devices. All the mechanical devices such as rolling, harrowing, dusting and steaming infested fields have been tried and found impracticable.

The question is: When that green bug appears again, who is going to fight it? I do not know. Why does the department of Entomology not fight it? I told you at your meeting last year. The department has not sufficient money to keep alive. We have \$750 in Texas to \$75,000 in Massachusetts. Let us make a more moderate comparison. We have \$750 to Louisiana's \$25,000, or Georgia's \$10,000, etc. I told you last year that Texas receives a smaller appropriation for this department than it costs Minnesota to publish the bulletin. You ask what about the Adams fund of the U. S. government? That is a research fund and can not be used for economic purposes. Furthermore, it would be too small for the purpose. It is sufficient for the Plano laboratory of research for the present, but when the history of food plants have been determined at that point, then I am legitimately bound to change the investigation or move the laboratory. The department of Entomology has hundreds of other problems to be handled with its \$750 and when the anti-pass law goes into effect we will have to stay right at College Station. We must answer the letters written us and that requires nearly one-half of the appropriation.

We want a cold storage laboratory to keep the natural enemies as above suggested. How are we going to get it? Such a plant costs at least \$800 to \$1,000. Are we so close fisted on money matters as to let such a small amount of money stand in the way of demonstrating the practicability or the impracticability of a great economic experiment?

Speculation in grain has been of small volume for several years. Now, however, daily trading in wheat, corn and oats on the Chicago Board of Trade is of immense proportions and steadily increasing. The general public has taken hold with a vengeance. Even Wall street speculators and others who usually operate only in the stock market are now trading heavily in grain, which means a bull market, a long period of activity, and splendid chances to make money.—Edward G. Heeman.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### SPACING CUPS ON ELEVATOR BELTS.

*Grain Dealers Journal:* In the illustrated article which you were kind enough to publish in the Grain Dealers Journal of April 25th, I said:

"I have noticed numerous communications in the Grain Dealers Journal on the above subject, and strange to say there seems to be no reliable literature attainable or universal rule to guide a builder. The consequence is that cups, say 12 inches in length across the belt, are spaced anywhere from 11 to 24 inches apparently in an arbitrary manner, without rule or reasoning and according to the individual ideas of the constructor."

This statement seems to be quite thoroughly verified by the five persons who have replied thereto in the issue of May 10th, and the evidence is clear they are navigating on an uncharted sea. I hope with you that this discussion "will result in experimenting until the problem is solved to a certainty."

Regarding that portion relating to spacing of buckets, here are the various opinions as shown by these communications:

Drake, 12 inches.

Younglove, 14 inches.

Brockman, 17 inches to 18½ inches.

The other two correspondents, Caldwell and Pelkey, omit this feature of the illustrated article referred to, but both give very intelligent views on other matters of much interest.

In regard to feeding into the boot, the opinions, so far as they go, are also directly opposed to each other.

Mr. Younglove very fully and somewhat dogmatically attempts to show you must "feed low."

Mr. Pelkey with apparently very good reasons says "feed high," half way between centre of the boot pulley and the top of the boot pulley.

When two such prominent designers disagree so flatly on such a simple proposition, and the first three named so widely on the other subject, is there not justification at least for saying that there seems to be "no established or accepted rule"?

Mr. Younglove's illustration represents the angle at which grain feeds into his boot at 45°. If he would change this basis on which his argument is founded from 26° to 30°, the well known angles at which grain will flow, the structure he builds on this erroneous premise would perhaps fall.

His article covers a wide range and contains some remarkable statements which I think may be noted by designers. He also says that my article "illustrates a great deal of guess work," but as he does not say what part is guess work, I will have to let it stand.

He then says "the only way a choke can occur is for the filled cups to back up and empty into the elevator leg."

This astonishing remark attempts to brush away in those few words in a nonchalant manner all that has been said in the volumes that have been written in the trade journals by millwrights, engi-

neers and insurance people, since elevator buckets were first invented.

He says "We have tried the Non-chokable Boots \* \* \* and are they non-chokable?"

It would seem that this builder, who says that "Experience is a great teacher and ordinary common sense will show that this is a fact," should answer his own question. As we are all seeking enlightenment I will respectfully ask him what is his experience in this respect, and where did he make his experiments? R. I. Pierce.

### PURCHASES INSPECTED BY AN EMPLOYEE.

*Grain Dealers Journal:* The Fancy Prairie Grain & Coal Co. did not have very satisfactory dealings with the Illinois Hay & Grain Co. of Cairo. That company let our drafts go to protest when we had a credit balance on their books sufficient for anybody. I went to Cairo and was informed that drafts were presented, so late Cairo company could not get into its bank that evening so we had to pay protest fees.

We sold them thru a broker about 7,000 bus. corn, Cairo terms, but found that grain was being weighed and inspected by an employee of the buyer. I settled at a discount of about \$120 below contract price, and refused to have any further business with them.—E. C. Bergfield.

### A CORRECTION — RESPONSIBILITY FOR CONDITION UPON ARRIVAL.

*Grain Dealers Journal:* We notice an article in the Wisconsin notes of your last issue on page 558 regarding the responsibility for the condition of manufactured feeds upon arrival at destination. From a casual reading of this article it would seem that this ruling might be applied to grain as well as to feed. We desire to correct this and to give you the exact wording of the report of the arbitration committee, of the Chamber of Commerce, which reads as follows:

"On F. O. B. sales of manufactured feeding stuffs, such as millfeed, hominy, dried distillers grain, dried brewers grain and all other concentrated feed stuffs, it is always implied that the seller must deliver merchantable goods in such condition that they will carry for shipment to any point within the United States and arrive at destination sweet and sound and in a merchantable condition, and that therefore sellers' obligations to the buyer does not cease until goods have arrived at destination in a merchantable condition, provided, of course, no damage has occurred by transportation companies while in transit, and this has been the prevailing custom for many years. This ruling, however, does not apply on sales of grain made f. o. b. Milwaukee, subject to Milwaukee terms, which means, that Milwaukee official inspection and weights are final between buyer and seller."

Kindly correct this in your next issue and prevent any further misunderstanding.—Yours truly, Jacob Moore.

Cancel old orders. Brokers are not mind readers. When you change your orders and wish the previous orders canceled, don't forget to say so. Brokers consider all open orders as in force until filled or canceled. Stop orders should be started with those words. They are open until filled or canceled. All other orders are off with the day unless marked open.—C. A. King & Co.

### The Corn Root Aphis.

What the green bug is to oats and wheat so is the corn root aphis to the corn plant. Green in color like its more famed cousin, the corn root aphis rivals the *Toxoptera* in destructive powers. This root aphis Professor Webster declares is really becoming the most serious of the many insect pests of the cornfield.

The root aphis is bluish green. The body is oval and on the back are two short tubes. The winged female, Fig. 1, herewith, has a black head and brownish black thorax. The wingless female is shown in Fig. 2. The aphis was first definitely described in 1891, tho it had been noticed in cornfields in Illinois in 1862. The entomological name of the corn aphis is *Aphis maidiradicis*.

Ants keep the aphids for the honey-dew they secrete. The aphids are tended as the dairyman does his cows. The ants carry the aphids to the corn roots and move them from one plant to another and sometimes long distances. The ants also care for the eggs and place the young aphids on the most juicy roots. Without the care of the ants the aphids are helpless.

The winter is passed in the egg state upon or near the plant upon which the young must first subsist in spring. From these eggs hatch aphids that are all females, as all are the following generations until autumn, when there is a generation of both males and females. In the spring, as soon as the young hatch from these eggs they are transferred by the brown ants, *Lasius niger*, to the roots of young foxtail grass, smartweed and even ragweed. In bad weather the young are carried back to the burrows of the ants.

As soon as the corn plants begin to show above ground the ants not only

of denatured alcohol or wood alcohol is sufficient for the treatment of seed corn for 45 acres.

A bushel of seed corn is placed in a tub or half barrel and  $1\frac{1}{2}$  pints of the mixture of oil and alcohol sprinkled on the corn slowly, stirring the corn vigorously with a stout paddle for about 5 minutes. The corn thus prepared is placed in a sack and taken to the field for planting. The sack is kept in the shade, and not more is prepared than can be planted in half a day.

By treating the seed with oil of lemon, which is obnoxious to the ants, Professor



Fig. 2.—The Corn Root Aphis. Wingless Female. After Webster Circular No. 86, U. S. Dept. of Agri.

Forbes has succeeded in reducing the number of root aphids 89 per cent and the number of ants 79 per cent.

The aphis sucks the juice of the plant, dwarfing its growth, so that it bears few ears, and those small and almost worthless. Fields that would yield 75 bus. of corn per acre normally have been known to produce only 25 bus. per acre when infested by the corn root aphis, as reported



Fig. 1.—The Corn Root Aphis (*Aphis maidiradicis*) Winged Female. Much Enlarged.—After Webster, Circular No. 86, Bureau of Entomology, U. S. Dept. of Agri.

transfer the young root aphids from the burrows to the roots of corn but they will also remove them from the roots of grass and weeds and recolonize them on the roots of young corn.

The root aphis does not appear to suffer in the least from inroads of either parasitic or predaceous insect enemies; owing in part, perhaps, to the protection by the ants. The greatest protection from the ravages of this pest is offered by a system of crop rotation. Also, if the ground is frequently stirred from the time it is plowed until the first cultivation, the pasturage for the pest is destroyed and the homes of the ants broken up.

In view of the damage done by the aphis to corn in Illinois last year Professor S. A. Forbes, state entomologist, recommends the treatment of seed corn this spring with oil of lemon. One pint of pure oil of lemon mixed with one gallon

in Circular No. 86 of the U. S. Dept. of Agri., from which the foregoing is taken.

Several applications for membership in the Grain Dealers National Ass'n have recently been received and the total number of new members enrolled since the last annual meeting is 79.

Twenty-five car loads of rice composed a record-breaking single shipment by the Atlantic Rice Mills Co. from Beaumont, Tex., to New Orleans recently. The value of the cereal represented \$50,000.

That the officers and directors of the Corn Products Company have combined and confederated with the "Standard Oil people" to cheat, defraud and deprive the Corn Products Company of its stock, is averred in a petition filed in court by a Chicago trust company, for a reorganization and the appointment of a receiver.

### Cobs

Green bugs on the ad-shell were conceived and made real by an enterprising commission company in Kansas City, Mo.

In their "At the Market" Bartlett, Frazier & Carrington present a map showing the operations of the green bug in 1890, with shaded areas showing its present spread.

Marseilles, France, will continue to buy durum wheat from America, states an importer there. This is encouraging to growers in the arid district who can raise nothing else.

A tight belt is a power-consumer and a slipping belt is a speed-loser, but between the two there is a good point where you don't lose any speed and don't consume too much power.

Boll weevil will be more numerous than ever this year, according to Dr. W. D. Hunter of the Department of Agriculture, who has had charge of the weevil investigation for the government.

Caleb V. Bartlett, for 14 years a trusted employee of the Madison Coal Co., St. Louis, thru bucket shop speculation lost \$26,000 of his firm's money, and probably won a long sojourn in a felon's cell.

Wheat speculators will do well to bear in mind the advice of Oliver Wendell Holmes, "Don't strike the iron until it's slightly cool." In other words, don't buy wheat when the excitement is greatest.

"Consign to us what the green bug leaves and we shall be satisfied, Logan Grain Co.," is printed on a yellow elliptical celluloid surface, to which is attached a large tin green bug, that delivers a snapping sound when its tail is pressed toward its wings.

The Argentine Minister of Finance has rejected a proposal by the grain dealers that a loan be issued for the purpose of combating the locust plague. The president has decided to appropriate for this purpose over \$4,000,000 under the head of "Sanitary Works."

Macaroni wheat is being ground exclusively in the 200-bbl. mill of the Crookston Milling Co., Crookston, Minn., which has had considerable experience with durum, and believes it impossible to turn out a flour from durum wheat that would give satisfaction for breadmaking.

Grain exporters of Baltimore have been instructed by the deputy collector of customs to report to the Secy. of the U. S. Dept. of Agri., soon after the clearance of vessels, the names of the consignees and consignors and the port of destination of any shipment of grain from the port. The Dept. has a grain testing laboratory at Baltimore and an agent in Europe to report the condition of the cargoes on arrival.

A few years ago the spring wheat crop was said to be entirely ruined by drought. We all believed it, and wheat advanced 20 cents a bushel in June. A little rain came and the same wheat that had advanced 20 cents declined 22 cents. What we believed, but did not know, showed the folly of fixing the price high prematurely. The pace at which we are going now makes the recalling of such instances pertinent. The long side now presents the same danger to the trader that the short side did two months ago. My advice still is to take profits out of the long side and await an adjustment of values that a nearer approach to harvest's disclosures will prove. Take a resurvey of the situation before buying more, if you have sold out.—E. W. Wagner.



## Mutual Insurance; Its Effect on Rates and Cost.

[A paper by C. A. McCotter, read before annual meeting of Grain Dealers of Oklahoma and Indian Territories.]

The fire insurance business is often called a Trust. The term will not apply as regards joint ownership of the various companies, but there are grounds for complaint in the matter of joint control of prices. For illustration, as the insurance rates of the Mississippi Valley are made by an association of fire insurance companies known as the Western Union with headquarters in Chicago. Its field includes Oklahoma and Indian Territory. While within its territory of control, there are various rating bureaus for cities and for a whole state, some known as independent bureaus, and there may be associations of insurance agents to make rates, it is a fact that no rate schedules are used for any class that do not have the approval of the managers in Chicago, while the most of the rate schedules used by raters are furnished from the Chicago headquarters.

In fairness, it must be said that so vast a business as fire insurance could not be conducted successfully or without a great expense were each company to make its own rates. Fire insurance as it is conducted to-day is the result of years of experience. The fault is due to the System which in method is no different than fifty years ago, and associations formed not so much for improvement of the business, as for control of prices. All associations formed for the control of prices without improvement in the business and prices through such control are subject to criticism.

No Competition.—One thing to be noted is that the companies forming the Western Union are only a fraction, probably about one-half, of all the companies doing business. Like the Standard Oil Co., ownership of all the business is not necessary to dictate the price. However, like the Standard Oil Co., a good deal of coercion is used. The business of one outside company can be fought with the profits from controlled territory. The lesson has been learned from experience by the non-union companies and published rates are followed even though there are no Western Union companies in the same agency. All fights as to theories or methods of business are carried on between the companies, but the property owner has no recourse from the price charged. Competition is killed as to price.

Control of this combination has been tried through legislation and other means to no avail. The companies can prove it impracticable to make rates individually, and no solution for compelling competition has been found under their system of doing business. Competition in localities will not break a wide-spread monopoly. There must be a general competition brought to bear on the policy. In fire insurance there has been some effect on insurance cost by rigid anti-compact laws and well supported state companies. This is noticeable in Nebraska and Iowa, but the laws have been nullified by legal decisions and the combination and insurance companies will be driven into the combination. Such was the case in Kansas which built up a substantial state company, now a member of the Western Union.

Why does a fairly successful company throw up its individuality and join a combination to control prices? First, a stock company is profit making proposition with no sentiment for its policy-holders and is bound to use every advantage possible for profit. Second, when it wants to extend its field outside its local influence it comes against the combination and is compelled to join. Nearly all Union companies made their start under the non-union banner and their so called love of the dear people lasts so long as there is the most profit in it.

Mutual fire insurance is the only lasting and continuous competition to keep down rates. First, the manufacturers 50 years ago united in the New England Mutuals under so rigid mutual rules that competition now calls for rates not one-fifth the old price.

The most practical illustration is the four mill mutuals of the west during the past 15 to 30 years, and today the Old Line rate schedule is 25 per cent less than formerly, while a special low rate is made in competition on a very modern mill. The retail lumbermen of the country have gone through a similar experience of reduced rates thru the competition of their mutual companies.

The most recent example, and familiar to you, is that of country grain elevators.

In 1902 a new country elevator schedule was promulgated at about 50 percent advance, under the claim that elevator premiums did not pay elevator losses. The grain dealers of the country united and formed an elevator mutual which was patronized everywhere in the Western Union territory. Before that company had insured 1,000 of the supposed 20,000 elevators of the country, a revised rate schedule was published and some classes of elevators rated lower than the first rates.

The mutual companies to which reference has been made are not of the pass-around-the-hat order so generally criticized for small amount of assets and large amount of unlimited liability. They are substantial companies handled by men of insurance ability with cash and contingent assets that will compare with any kind of fire company. It will be noted that the most successful mutual companies have been those devoted to a special class of property. Their reputation is such their policies are sought in every section of the country.

The effect of mutual insurance organized under and controlled by good mutual laws is noticeable according to the recognition given mutual insurance by the states. In the New England states are dozens of good mutual companies and that section profits by the lowest rates of any rates. The middle states such as Ohio, Michigan, Indiana, Illinois and Wisconsin have liberal laws and a number of the best mutual companies. Agitation about an insurance trust is very small in those states. If not satisfied the most of the citizens can turn to good mutual companies or organize a company of their own which fact the stock companies recognize in making their rates. What a contrast west of the Mississippi river where, with the exception of Minnesota, the laws are so crude that a few companies of local character only have been organized and the Minnesota law has been amended so drastic that companies cannot be organized. West of the Mississippi River there probably are not over four mutual companies known outside their state borders. Further, none of those states except Minnesota and Missouri will authorize as purely mutual companies the mutual companies of other states. The result is there are more complaints and attempts to control rates by legislation in a western state than in any three states east of the Mississippi River.

All states have laws to license for purpose of control a taxation the corporation of other states doing business in such states. There are special laws for the license or authorization of insurance companies. These laws generally provide that the licensed company shall have assets equal to that required of similar companies organized within the state. The states of Ohio, Michigan, Indiana, Illinois and Wisconsin have such laws regarding the admission of mutual companies and in those states a number of the strong mutual companies of other states have been licensed.

It looks odd that after the experience of the older states, that Minnesota and Missouri only west of the Mississippi River has such a law and outside mutual companies admitted. The cause of this is that the subject of fire insurance was worked out by the merits of both stock and mutual methods established in the older states before the stock companies combined in the Western Union.

The Insurance Lobby: Among its several committees the Western Union has a legislation committee to take care of all legislation. This committee is represented at every session of every legislature in every state within its territory. It will be present at the first legislative session in Oklahoma. The purpose of a lobby may be legitimate, but its work is in its own interest and never that of the people. The insurance lobby was influenced by the legislation of every western state and before the benefits of mutual competition was recognized in those states. The result is there are no laws for the licensing of mutual competition in the western states. The worst of it is that the people cannot succeed in getting such a law. The desire for it is not centered enough and the insurance lobby will work against it.

The state of Indiana had failed to authorize outside mutuals. Such a law was presented to three successive legislatures and was vetoed by the governor. At the fourth trial, the bill was supported by five Indiana mutual companies. Not a person appeared against it but the Western Union legislative committee, attorneys and agents. It required the hardest work to pass it with the best of intentions. It is well to state that the interest of the Indiana mutuals was because under the retaliatory laws of other states they could not be admitted to those states. If Okla-

homa does not have laws to admit good mutual companies its own companies cannot be licensed and develop in other states.

The matter of mutual insurance, both for companies organized in Oklahoma and to be admitted should be considered at this time when the laws are being made. The property owners understand mutual insurance and what it means and have experienced the methods of the Old Line companies as to cost. Therefore, if proper mutual laws are not made at this time, there will be small hopes of such laws in the future. The bills presented should be drawn by its friends and not by the insurance interests. The greatest difficulty will be to avoid amendments. The favorite method to kill a measure is to introduce a "joker," which is not understood until after the story is told. That was done in Texas so that no mutual companies are worse handicapped than in that state.

The best course for a new state is to copy the successful laws of an old state. Therefore the mutual insurance laws of Ohio are recommended. These have been tested by the organization of a number of successful companies in the state and licensing of mutual companies in other states. To organize a company the Ohio law, like several other states, requires \$50,000 premium notes or contingent liability and \$10,000 cash. The argument will be that it is not sufficient or fair because stock companies require \$100,000 or more cash. The same point will be made about admitting a mutual with less than \$200,000 capital or surplus as required of stock companies. They call it unfair competition and do not recognize that a stock company seeks business to make a profit out of the citizens of Oklahoma, while the mutual companies seek only to make a profit for its citizens. The requirements for the organization or admission of a mutual company should be only to insure safety and stability, and the years of experience in Ohio and other states has demonstrated that the above requirements are sufficient.

Authorization or licensing of an insurance company is necessary only as regards the organization of state companies. It is quite essential that an insurance company be organized in the state and control of some insurance department. Without such control an insurance company is subject to a great many abuses. Where there are no laws to license the companies of other states, there fortunately is the right of the property owner to buy his insurance policies, the same as his merchandise, where he sees fit. This is all that saves the fire insurance situation from being a complete monopoly. Attempts have been made to prevent this right of the citizen, but without success as it is a common law right.

The value of authorization.—In substance there are but two points for consideration. First, the revenue derived by the state through taxation. Second, the convenience to the policyholder to get service on a representative in event there is occasion. As all taxation of a mutual company is a reduction of the dividends to the policyholder, as the average property is not supposed to burn oftener than once in fifty years, and as the records show that not one fire claim in one hundred is subject to law suit then the benefits of authorization is hardly worth the cost.

The property owner has the right of buying his insurance where he sees fit and the insurance company the right to sell him a policy, but the business cannot be carried on without some technicalities of the law on the part of the insurance company. This is not agreeable to the mutual insurance men. They are not a class to violate any laws or rule to use the old expression they are between the devil and the deep blue sea. Competitors have lobbied laws the mutual companies cannot comply with and on the other hand, retail lumbermen, flour millers or grain dealers demand the right to unite with their fellows in the companies organized for their mutual benefit. Blood is thicker than water and the millers, grain dealers or other classes of business men have the right to unite in any organization for their mutual benefit as long as they do not interfere with the rights of others.

The Mutual Secretaries have not refused to give the advantages of their companies to the owners of any good property. The result is that a great many thousands of dollars of mutual insurance is carried in the west to advantage of the policyholders and the harm on one, except that the states have not received the customary taxation.

The problem presented to the property owners of Oklahoma and to you grain dealers is, in the new laws, to consider

the value of mutual insurance and see that proper laws are enacted. The points to consider are:

You cannot get competition in rates by legislation.

Mutual insurance offers the only solution for competition.

The laws should be based upon the successful time tried laws of older states.

The laws should provide for the organization of substantial Oklahoma mutual companies.

Provision should be made for the licensing of good mutual companies of other states, if for no other reason than to give Oklahoma companies the reciprocal right of entering other states.

Eternal vigilance will be necessary to get such a law. From the time of nominating candidates until the first legislature adjourns the opposition will be in evidence. It has the advantage of experience in this class of work but you have right, justice and equity on your side. A common fault in legislation is that the side of the people is not presented as forcibly as is done by corporations. The question of good mutual insurance legislation cannot be taken up too quick or urged too hard. The mutual companies of other states wish you success for good fire insurance laws in Oklahoma.

### Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 108,731,794 lbs. was exported during the 9 months prior to Apr. 1, 1907; against 140,646,532 lbs. for the corresponding period of 1905-06.

Corn oil cake amounting to 43,813,343 lbs. was exported during the 9 months prior to Apr. 1, 1907; against 36,944,602 lbs. during the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Filing of Claims.

BY I. F. JONES.

Nearly every interior dealer has at some time been obliged to file a claim with the Railroad Company, involving loss from a shipment, arising from poor service. In the majority of cases there is a considerable lapse of time until anything is heard regarding it and sometimes papers are merely sent back "declined." When such is the case, the shipper wonders what is the trouble.

One explanation seems to be that many of the claims fall short of the requirements of the railroads; most important among their deficiencies being insufficient and unconvincing evidence. Or, the evidence may be so presented that the claim agents feel obliged to lay it aside, under press of other work, for future consideration.

All claim agents are fairly "flooded" with work, and it is certain that they cannot hold back other matters to straighten out claims.

To guard against any delay of this kind it is a good plan to have your claim revised; if possible, by someone conversant with railroad methods (for example, the station agent at your place), to insure that all necessary evidence has been secured and is correctly arranged.

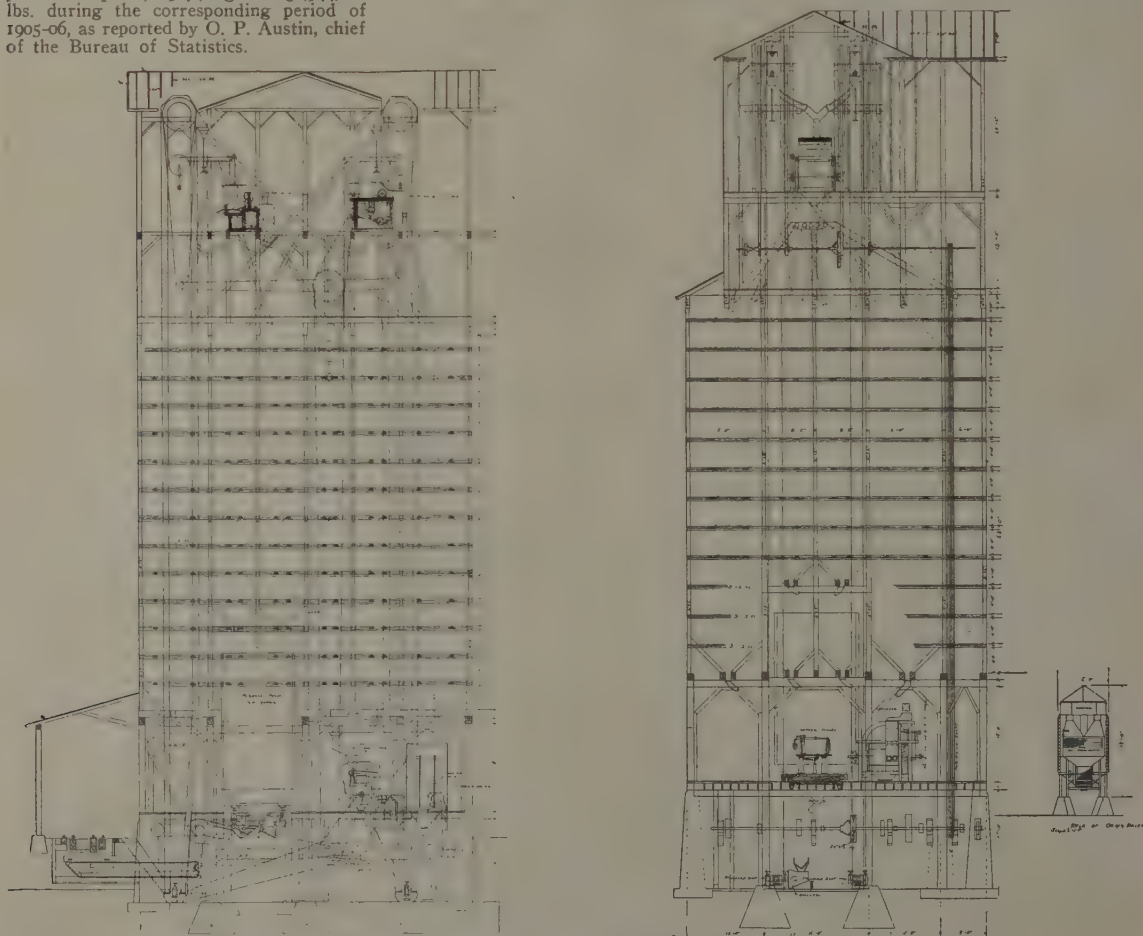
It is very noticeable that a large part of the claims filed by interior dealers are

poorly drawn, thus indicating that the subject has not been given proper attention; but if a successful issue is desired, it can only be accomplished by making a thorough study of the loss, in different ways; the same as with any other business undertaking.

### Plan of Transfer and Cleaning Elevator at Oklahoma City.

Notwithstanding the greenbug, droughts and crop killers, Oklahoma will produce grain for its dealers to handle, and the dealers are emphasizing their faith in the future of the grain business in the new state by building new elevators and improving old ones. Oklahoma City seems to be a particularly attractive point for the headquarters of line companies and carlot dealers.

Recently a new rapid handling frame plant was completed for the Capitol Grain and Elevator Co. by J. A. Horn. The main building is crib construction 46x56 feet with an L 6x32 feet. The basement walls, floor, foundation and piers are all constructed of concrete; the wall being so constructed as to receive the weight of the main walls on the middle of the footings. The large piers under the building are three feet square on top and battered,



Longitudinal Section.—Plan of Transfer and Cleaning Elevator at Oklahoma City, Okla.—Cross Section.



four sides, to nine feet square at the bottom.

A 46 foot 100 ton Fairbanks Track Scale with type registering beam on main floor of the elevator is also provided with a heavy concrete foundation. In constructing outside walls 2x8 in. cribbing is used up 22 feet and 2x6s are used the balance of the way; the cribbing extending up 65 feet.

The house contains 23 large bins and six small bins, all having hopper bottoms, crib style, 2x6s spiked with 20d nails. All bin bottoms are equipped with wrought steel turn heads which are operated from the first floor.

The outside of the building is covered with 28 gage galvanized iron, in imitation of weather boarding and capped with galvanized iron cornice.

Three receiving sinks of large capacity are provided; two of these cleaning by gravity, the third being cleared of grain by a Constant Patent Chain Feeder of about 600 bu. per hour capacity. Each of the four stands of elevators are equipped with 7x16 inch cups. The head pulleys are 8x48 inches. Each elevator head is equipped with cast iron distributing cases with steel spouts so arranged as to be operated from the work floor below. All spouting in the building is of plain black steel of 18 inch gage.

The machinery equipment is complete in every department. A New Era man lift makes it easy for employees to travel from the basement to the cupola. A Caldwell-Barr Purifier insures all grain

being freed of smut, must and weather stains. An Ideal Hess Drier, adjacent to the house, insures the prompt improvement of all grain received in heating condition.

In the basement is a No. 2 U. S. Corn Sheller and a 3/16 inch line shaft supported by post hangers of latest design. The basement also contains one of the largest capacity car pullers and two sets of Clark's Automatic Power Shovels, also a 125-h.p. General Electric Non-brushable Motor which drives the main shaft by means of 18x84 inch pulley.

On the work floor is a No. 10 Invincible Oat Clipper with by-pass spouts, permitting its products to be diverted to either of four elevator boots. This story also contains a 1,600-bu. Fairbanks Hopper Scale with type registering beam, which can discharge into any of the four elevators. A No. 10 Willford Roll, a chop packer and two short elevators which elevate chop to chop bin.

In the cupola under each elevator head are distributing spouts for turning grain to any one of twelve bins; also an Invincible Separator, a corn-cob cleaner and an Invincible Clipper which is fed by 12 inch screw conveyor. All pulleys are equipped with Weller Friction Clutch cut-offs.

A 54-inch exhaust fan on the first floor takes dust from dust collectors and blows it to Day Dust Collector over boiler in adjacent steam plant. The brick boiler room is 16x22 feet and has a well in one corner and a boiler of late design.

Near by is a frame office building 26x28 feet with a vault having heavy brick walls. It is but natural that the owners are well pleased with their new plant and are expecting a large business.

## Association Meetings.

June 11-12. The Illinois Grain Dealers Ass'n will hold its annual meeting in the Auditorium Hotel, Chicago.

June 19. The Indiana Grain Dealers Ass'n will hold its midsummer meeting in the Assembly Hall of the new Board of Trade Bldg. at Indianapolis.

June 26-27 the Ohio Grain Dealers Ass'n will hold its annual meeting at The Breakers, Cedar Point, O.

About July 10 the Iowa Grain Dealers Ass'n will hold its annual meeting at Des Moines.

July 11-12th the Tri-State Grain Dealers Ass'n will hold annual meeting at Sioux Falls, S. D.

July 16, 17 and 18 the National Hay Ass'n will hold its annual meeting at the Cataract-International Hotel, Niagara Falls. An attendance of 900 is expected by Sec'y Goodrich.

Country dealers in Ill., Ia., S. D. and other states are selling Sept. oats freely on cash purchases.—C. H. Thayer.

Believe we will have demand for all food stuffs raised in this country at good big round price thruout this crop year.—F. M. Bunch.

I predicted six weeks ago that wheat would go higher in spite of the fact that I was continually called a bear, and I have watched with pleasure the fulfillment of my prophecy. At present time I believe in conservatism. Am going to sit on the fence and watch things a while. I think next aggressive market will be when threshing returns come in from Kansas. That's the only way we can tell the exact amount of the damage.—John F. Wright.

## Shrinkage of Corn in Cribbs.

In Bulletin No. 113, recently issued, the University of Illinois has tabulated the weights each week for three years of corn in crib at Urbana and Sibley, Ill.

Taking the Chicago market prices of cash corn for the past 10 years the Experiment Station calculated that corn sells 3.8c higher in May than in December, on an average; and since in many localities 75 lbs. are taken for a bushel in the fall and only 70 lbs. in the spring there shud be added 2.5c, making the average margin on corn held from December to May 6.3c per bushel.

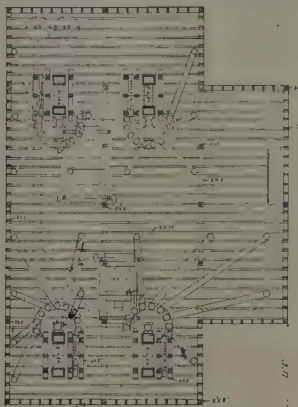
Would it be more profitable to market corn as early as possible after husking time, or is it profitable to hold it? is the question the experiments are designed to answer.

In the trials reported in this bulletin the shrinkage ranged from 12 per cent to 20 per cent for the first year; but the station declares that the total shrinkage of ear corn in cribs varies widely under different conditions so that an attempt to make a statement in average terms would be misleading. The shrinkage of old corn is very slight compared with the shrinkage the first year. April and May are the months of greatest shrinkage; after May corn suffers only gradual loss.

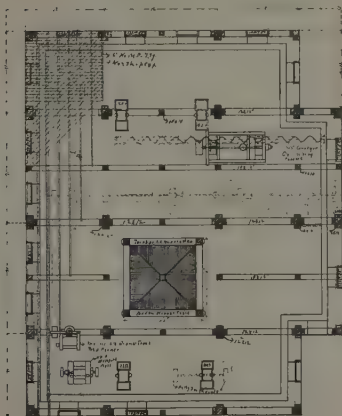
"The decrease in weight in two cases out of four was greater than would be covered by the average increase in price of 6.3 cents between December and May; on the other hand two of the trials show a smaller shrinkage so that the average increase in price (including the usual 5-lb. decrease in the number of pounds taken for one bushel) may cover the average shrinkage."

The Experiment Station makes no mention of the economic loss of paying freight on 20 per cent of water to the terminal market. Neither is the price comparison fair since the December price is for corn that will grade, whereas much of the new corn does not grade in December, tho it will in May. The lower grades are discounted from 1 cent to 15 cents.

A sample taken from the crib in the fall, graded and priced; when compared with a sample taken out of the same crib in May, then graded and priced, will afford a reliable basis on which to determine whether the grower shud sell early or hold. The country shipper who has bot soft, rubbery and waterlogged corn from the grower at the price of sound corn and suffered a heavy discount when reselling needs no argument to convince him that it is the duty of the grower to hold his corn till dry.



Distributing Floor Plan.



Working Floor Plan.



Mother Goose Up-to-Date—And the Wheat Jumped Over the Moon.—Duluth Herald.

## Annual Meeting Grain Dealers of Oklahoma and Indian Territories

The tenth annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territories was called to order by Pres. Geo. A. Masters in the Commercial Club Rooms, Oklahoma City, Wednesday, May 22, at 10:30 a. m.

Charles S. Clark of Chicago addressed the dealers on Uniformity in Trade Methods and beseeched the dealers to use the influence of their organization in behalf of uniform methods, practices, rules and grading.

C. A. McCotter of Indianapolis read a paper on Mutual Insurance, its Effects on Rates and Costs, which is published elsewhere in this number.

A telegram from a comite of the Texas Grain Dealers Ass'n invited all members of the Okla. and Ind. Tys. Ass'n to attend the annual meeting of the Texas Ass'n.

John D. Shanahan, of the Buro of Plant Industry, Dept. of Agri., Washington, D. C., described the working of moisture testing apparatus exhibited and read an interesting paper on Grain Standardization, which is published elsewhere in this number.

F. W. Frasier of Wichita, Kan., said the most important work for the grain dealers of the territories is to see that their trade interests are properly protected by the constitution of the new state.

Adjourned to 2 p. m.

### AFTERNOON SESSION.

The afternoon session was called to order at 2:40 by Pres. Masters, who called for the reading of the minutes.

Sec'y Prouty read the minutes of the last annual meeting, which were approved.

Sec'y Prouty read the following report, which was accepted and ordered filed:

#### Secretary Prouty's Report.

Eleven years ago three men met in the town of Kingfisher to discuss the organization of an Ass'n of Grain Dealers. From this small nucleus has grown our Ass'n. Increasing in membership, in usefulness and strength as the years have passed until we meet to-day for the tenth Annual meeting with a membership of 176 members, with a good deal of strength and with, I believe, the best harmony and good will among our members.

Our future prospects are far from being as bright as they were when we met in similar conclave last year and where there waved fields of ripening grain, the green bug now reigns in full or partial supremacy, or other crop but testily to its untiring labors still relying on the trite old adage that the uses of adversity are sweet, we can but hope that we may need each other more than ever this season, and that the power of organization and its many benefits may be placed most clearly before our gaze.

We feel that we are not overstepping the bounds of propriety when we say that we know we have been of great assistance to many of our members, and if there are those who feel they have received little or no benefit from the Ass'n it is not largely because they gave us no chance, not trusting sufficiently in the strength of the organization to test its ability for usefulness. "In union there is strength," and it is certainly true that a representative of an organization of nearly two hundred members can command more respect and demand more rights than the individual alone. Stand by your Ass'n, support it in every way you can and it will reciprocate by helping you when you are in need.

The matter of arbitration cannot be emphasized too emphatically. I believe it has grown in favor as more of our members realize the wisdom of this manner of adjusting differences which will arise in this as in any line of business. There are still some, who persistently object to this means of settlement and it has been necessary to

drop some from our rolls on account of absolute refusal to arbitrate.

We are the only Ass'n west of the Mississippi River belonging to the National Ass'n, our reaffiliation a year ago being for the sole purpose of giving members an appeal from the decision of our Board. This costs us \$150 per year and we have only had one case appealed which was filed sometime last January and as yet no decision handed in.

**Tri-State Appeals Board.**—The committee on resolutions at the last meeting of the Kansas Ass'n report favorably upon the suggestion of its Secretary that a Tri-State Appeals Board of Arbitration be established, consisting of three, one from each of the Kansas, Texas, and Oklahoma Ass'ns to which appeals may be made from the decisions of the local State Boards and their decisions to be final. This plan seems the most feasible one to me as the business relations between these three states are very close, and I would ask your action upon this matter with the recommendation that it be favorable.

Private arbitration has been of material benefit this last year as it has done away with the expense and delay of calling together the Arbitration Board. In every instance where this means of settling differences has been resorted to it has proven mutually satisfactory.

**Crop reports** have been issued at various times from this office with the idea in view of keeping members in different portions of the Territory acquainted with the conditions of the crops in the entire region. Were local reports sent in more promptly it would facilitate the issuing of these reports very greatly.

The car shortage question has been a serious one and has worked great detriment to our shippers. Just how to handle this problem is the question in many minds to-day and under serious discussion. This is partly due, we believe, to lack of equipment, wonderful development in business, and to many other causes, and may in some small degree be due to receivers and shippers. See that your cars are unloaded promptly, billed out as soon as loaded, and do all in your power to overcome this congestion which has been such a handicap this last year.

**Reciprocal Demurrage.**—A good deal is being said and cases are pending now in the Kansas courts to test the validity of the law in that state which gives shippers \$1.00 for every day the transportation companies neglect or refuse to furnish equipment after it has been ordered. Texas gives the shipper \$25 per day with a requirement that he shall deposit one-fourth of the freight charges when cars are ordered, but as this has been declared unconstitutional in reference to Interstate business it will be necessary for laws to be made which will hold in interstate transactions, and I believe the demurrage should be large enough to make worth while to the shipper to enforce the payment of the claim should federal laws give him the right.

**Oklahoma Inspection.**—The last season has more forcibly than ever convinced me of the need of Oklahoma inspection. The delay of cars in transit of from thirty to ninety days, and consequent deterioration in quality or value of grain, only proves more convincingly the advisability of inspection upon shipment, this giving the shipper something besides his own or helper's word to prove to the railroads the original condition of grain.

I further want to call your attention to the advisability of stationing a competent man in Texas to look after our interests. The expense to each one would be small compared with the benefits which I believe would follow.

I am going to bring before you under the head of miscellaneous business the following subjects with the recommendation that they be passed upon at this meeting:—The chassis of an attorney for the Ass'n at a stipulated salary not to exceed \$300 per year in order that your Secretary can at any and all times confer with him without any extra cost to the Ass'n which I believe in the long run would be economy. heretofore it has cost from \$25.00 to \$50.00 to get an opinion upon any one subject that we might ask for.

**Transportation Committee.**—In article 4, section 2, page 59 of our by-laws, it says there shall be a committee on transportation

consisting of five members appointed by the President at each annual meeting. This heretofore has been overlooked, and my construction of the meaning of this is that this committee has the power to assist the Secretary regarding all matters coming before the railroads. I would ask that at this meeting the President appoint this committee and that their duties be more clearly defined than the above designates.

**Uniform Confirmation** I believe would be of large benefit to the Ass'n, and I would ask the consideration of the Ass'n upon this subject and if agreeable a committee not to exceed five be appointed by the President or elected with the view of bringing about a confirmation that every member of this Ass'n will adopt so that the misunderstanding of the past will be overcome and that there will be no dodging in a once-made contract.

Finally we have endeavored to fulfill the duties of this office with honesty to all, partially to none. We have lost some members both from absorption into line companies, removal and retirement from business, but we have gained more and we are to-day I believe stronger than ever before. We would ask your hearty support of the Ass'n during the next year, and urge unity of purpose and effort which can but result in benefit to all.

Treasurer Prouty read the following financial report, which was accepted and referred to the Arbitration Board for auditing:

#### Treasurer's Report.

From May 1st, 1906 to May 1st, 1907.	
Balance .....	\$ 484.40
Receipts from all sources .....	3,148.65
	<b>\$3,633.05</b>
Expenditures .....	\$53.25
Phones and Telegrams .....	118.59
Postage .....	187.60
Printing .....	115.43
Office Rent .....	120.00
Attorney's fees .....	50.00
President's Expenses .....	4.20
National Ass'n Dues .....	75.00
New Typewriter .....	60.00
Expense Enid Meeting .....	7.70
Secretary's Salary .....	1,500.00
Clerk hire .....	480.00

Total Expense .....	\$3,251.77
Cash balance on hand .....	\$ 381.28
Uncollected dues .....	132.00

If all collected will leave a balance of .....\$513.28

U. B. Clemmons of the comite which went to Ft. Worth one year ago to present a proposition to join the Texas Ass'n in maintaining disinterested weighmen and inspectors at Texas gateways to weigh and inspect Oklahoma grain going to them, reported that the proposition had been tabled thru the efforts of its opponents, by suggesting such action would be in violation of the anti-trust law.

The report was received and the comite discharged.

Nominations for president were called for and resulted in Mr. J. S. Hutchins of Ponca City and W. M. Randels of Enid being nominated. A call of the roll resulted in the election of Mr. Hutchins. Before the vote was announced the election of Mr. Hutchins was made unanimous.

W. M. Randels and U. B. Clemmons were nominated for the vice-presidency. Mr. Randels receiving 20, Mr. Clemmons 68. The election of Mr. Clemmons was made unanimous.

J. C. Robb nominated C. F. Prouty of Enid for secy-treas.

J. M. Headrick nominated J. B. Norton of Red Rock.

The calling of the roll resulted in 86 votes for C. F. Prouty and 13 for J. B. Norton. Mr. Prouty was declared elected and thanked the members.

Mr. Sohllberg moved the appointment of a comite of three to nominate candidates for directors and arbitration comite. Carried. And Messrs. G. M. Mell, Geo. Sohllberg and R. H. Drennan were appointed on that comite.

A. E. Stephens in behalf of the Enid



dealers invited the Ass'n to hold its next annual meeting at Enid.

W. M. Grant invited the Ass'n to hold its next annual meeting at Oklahoma City.

Enid secured 29 votes and Oklahoma City 33, hence the next annual meeting will be held at Oklahoma City.

W. M. Grant moved a vote of thanks be tendered Sec'y Jas. Wilson for sending John D. Shanahan to this meeting, to Mr. Shanahan for his excellent paper, also that we declare in favor of federal inspection of grain. Carried.

W. M. Grant: I move that as soon as the period for which we are affiliated with the Grain Dealers Nat'l Ass'n expires we join Kansas and Texas Ass'ns in a Tri-State Arbitration Board. Carried.

The president was instructed to appoint the Oklahoma member of the Tri-State Arbitration Board.

Geo. Sohlberg of the Nominating Committee reported Whit M. Grant, Oklahoma City; L. W. Lyons, Enid; J. C. Pierson, Marshall, as Arbitration Committee.

O. E. Stephenson, Enid; Buran House, Oklahoma City; T. F. Blake, El Reno; G. W. Cole, Snyder, and Chas. McFarland, Blackwell, were nominated as Directors.

Geo. Sohlberg moved the appointment of a committee of five by the President on Trade Rules to draft and publish rules suited to the needs of the trade. Carried.

A vote of thanks was tendered the Oklahoma City dealers for the many courtesies extended the visitors.

Adjourned.

## THE STREET CAR RIDE.

Shortly after adjournment the visiting dealers were taken in open electric cars for a ride about the residence districts.

## CONVENTION NOTES.

Once again Oklahoma City captured the next meeting.

Arkansas sent one dealer—R. E. Dove of Ft. Smith.

New Orleans sent one delegate—J. K. Segrave.

One Ohio dealer present—O. P. Lenox, Jr., of Richmond.

The Ass'n starts a new year with more encouraging prospects for practical work than ever.

From the Indian Territory were H. S. Bockes, Duncan; D. Head, Durant; G. M. Mell, Tuttle; J. J. Reeme, Chickasha.

Wichita's delegation included C. A. Baldwin, F. C. Dymock, D. Heenan, C. M. Jackman, F. G. Olson, J. C. Robb and F. D. Stevens.

Railroad men in attendance—J. R. Chisman, of the N. C. & St. L. Ry.; J. J. Cunningham, of the D. E. & G., and G. A. Gamble, of the Lehigh Valley.

Kansas City's delegation included G. A. Aylsworth, N. Fisher, L. A. Fuller, R. Y. Smith, J. R. Tomlin, Wm. Murphy, F. B. Logan and H. R. Williams.

Altho the green bug took about all the grain in sight none of the grain dealers are discouraged and downhearted. They know other crops are coming.

The aphid was very much in evidence on badges and souvenirs. In fact every effort was made to keep his memory green.

Among the machinery firms represented were Avery Scale Co., by Ben P. Ordway; Richardson Scale Co., by A. Barry, who exhibited a working model; the American Grain Meter Co., by I. B. Wallingford, and Barnard & Leas Mfg. Co., by W. S. Brashear.

Four mutual fire insurance companies represented: The Grain Dealers Mutual Fire Ins. Co., by Pres. H. N. Knight, Sec'y C. A. McCotter and J. J. Fitzgerald; Western Millers Mutual by Sec'y Chas. H. Ridgway and Elevator Underwriters by J. C. Hosea and the Texas Millers by Glen Walker.

The Texas delegation included K. Barber, Ft. Worth; H. D. Butts, Galveston; E. W. Crouch, McGregor; J. A. Comer, representing Milwaukee Bag Co., Ft. Worth; A. Early, Amarillo; R. McKelso and D. C. Kolp, Ft. Worth; A. Mayer, Dallas; J. L. Moore and I. Updike, E. G. Rall, Ft. Worth, and J. C. Whaley, Gainesville.

Souvenirs were plentiful: The Milwaukee Bag Co. presented leather bound pocket memorandum books; the Grain Dealers Fire Ins. Co. a celluloid ruler; the Robb-Bort Grain Co. a spring tape measure in aluminum case; the Murphy Grain Co., an oxidized fob chain; Logan Grain Co., a green bug chirper; the Capital Grain & Eltr. Co., small celluloid American flags.

Oklahoma dealers in attendance included C. F. Babcock, Stillwater; J. S. Badger, Pawnee; E. P. Bamford and W. S. Barwick, Guthrie; T. F. Blake, El Reno; G. G. Black, Covington; J. R. Bailey, Enid; T. A. Belt, Kingfisher; H. Bird, Tonkawa; H. C. Clark, Oklahoma City; J. D. Chalfant, Custer City; W. H. Clift, Hastings; H. W. Cole, Oklahoma City; D. D. Cottrell, Newkirk; J. W. Dickson, Hobart; G. M. Disney, Billings; E. Donahoe, J. J. Donahoe, Mulhall; D. T. Donahoe, Ponca City; J. W. Douglas, Geary; E. D. Drake, Alva; R. H. Drennan, Oklahoma City; A. M. Edwards, Meadford; M. Erdwurm, Hobart; M. J. Ewing, Shattuck; B. U. Fungay, Tonkawa; O. F. Frisbie, Foss; W. E. Gorton, Pawnee; W. M. Grant, Oklahoma City; W. S. Grubb, Enid; A. Harbour, Enid; A. J. Hargrave, Geary; B. C. Hedrick and J. M. Hedrick, Wheatland; A. G. Herndon, Mangum; Buran House, Oklahoma City; J. S. Hutchins, Ponca City; O. W. Hutchison, Tonkawa; D. M. Kramer, Wheatland; G. C. Kramer, Spencer; A. D. Krow, Ralston; J. F. Kroustil, Yukon; J. R. Lankard, Kingfisher; D. L. Larse, Norman; G. A. Lyman, South McAlester; L. W. Lyons, Enid; C. M. Maple, Novina; Geo. A. Masters, Perry; C. J. Minet, Enid; M. Moberly, Oklahoma City; M. C. McCafferty, El Reno; J. McIntyre, Jefferson; G. E. McKinley, Weatherford; W. T. Oates, Ponca City; C. F. Prouty, Enid; W. M. Randels, Enid; C. C. Roberts, Oklahoma City; J. H. Shaw, Enid; G. G. Sohlberg, Oklahoma City; C. E. Scott, Oklahoma City; A. E. Stephens, Enid; D. K. Sterrett, Billings; E. A. Stinson, Oklahoma City; C. S. Wilkins, Oklahoma City; D. M. Williams, Guthrie; R. W. Wirt, Enid, and R. O. Yates, Weatherford.

## THE BANQUET.

Nearly 200 sat down to the banquet at The Threadgill, which was well prepared and served. A string orchestra with catchy airs helped bring forgetfulness to the busy banqueters.

G. G. Sohlberg of Oklahoma City acted as Toastmaster.

Whit M. Grant delivered the address of welcome and J. R. Hosie responded and his auditors shouted.

Master Russell Kolp, designed as a Green Bug, delivered the following message direct from Green Bug Land:

Behold in me the Green Bug,  
That played havoc with your wheat;  
And as you are here to do as I have done,  
Go ahead and eat.

But remember, with the courses,  
As you fit from wine to beer,  
That while I'm with you this time,  
I won't be another year.

Knute Knudeson Murphy was booked for a learned address on Sweden, but told a number of ridiculous stories in Swedish dialect, hitting persons in the audience.

Dad Lyons was on the program for a talk on The Receivers. He forgot his subject, but that made no difference, he interested his auditors.

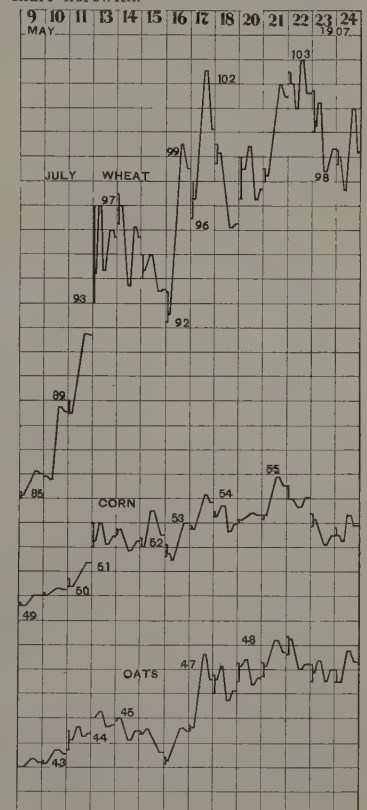
J. C. Robb proved false the charge that he had fallen asleep by telling of The Receivers.

## Exports of Breadstuffs.

Our exports of breadstuffs for the 10 months prior to May 1 included 65,828,482 bus. of wheat, 69,876,489 bus. of corn, 3,662,890 bus. of oats, 246,563 bus. of rye, 7,504,304 bus. of barley and 12,535,957 bbls. of wheat flour; compared with 32,032,309 bus. of wheat, 109,740,871 bus. of corn, 42,405,514 bus. of oats, 1,039,600 bus. of rye, 16,175,452 bus. of barley and 11,747,462 bbls. of wheat flour for the corresponding months of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics. The total value of all breadstuffs exported during the 10 months was \$145,904,697, against \$159,348,553 for the corresponding 10 months prior to May 1, 1906.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to May 24 are given on the chart herewith.



## Grain Standardization.

[Address by John D. Shanahan, Expert in Charge of Grain Standardization, Bureau of Plant Industry, U. S. Dept. of Agr., before Annual Meeting of Grain Dealers of Oklahoma and Indian Territories.]

The project of grain standardization is the outcome and result of several years of investigation by the United States Department of Agriculture into the conditions existing in the grain trade of this country, both domestic and export, which investigation was begun upon the receipt by the officials of the general government at Washington, through our Consuls and from individual receivers of our grain in Europe, of complaints of the condition in which grain from the United States was arriving at foreign ports.

A continuation of these complaints of the unreliability of our grain inspection service, particularly at our sea board, and also the unsatisfactory state of the question of grain inspection generally, has resulted to keep agitation alive and developed this project into one with an object looking toward the standardization of grain grades by the United States government. With this in view, Congress inserted into the General Appropriation Bill for the Department of Agriculture for the year 1907, a clause giving the Honorable Secretary of Agriculture authority to establish grain testing laboratories at such points of export as he might deem expedient. In order to carry out the provisions of this clause, two such laboratories were established, one at Baltimore and the other at New Orleans. These laboratories are equipped for determining the simpler factors of quality and condition of samples of grain submitted to them. The results of such examination are being stated on a percentage basis of the whole grain.

During the last session of Congress, the clause above referred to was changed and money appropriated to enable the Secretary of Agriculture to establish and maintain more of these grain testing laboratories.

The law under which the work will be carried on during the coming year, beginning July 1st, reads in part as follows:

"To enable the Secretary of Agriculture to establish and maintain at such points as he may deem expedient, laboratories for the purpose of examining and reporting upon the nature, quality and condition, of any sample, parcel or consignment of seed or grain. . . . \$40,000, or so much thereof as may be necessary, and the Secretary of Agriculture is authorized to report upon such samples, parcels or consignments from time to time and the report so made shall serve as a basis for the fixing of definite grades, also for the issuance of certificates of inspection when requested by the consignor or consignee of any grain entering into foreign commerce."

From this it will be seen that the work is not now limited to export points and that the Secretary of Agriculture is enabled to establish these laboratories, within the limit of the amount appropriated, at any point he may deem expedient. Under this authority it is proposed that the two laboratories already established shall be maintained and at least three additional ones be established, probably at New York and St. Louis and one in the Northwest, either at Minneapolis or Duluth.

For the purpose of perfecting the methods of grading these laboratories will secure samples in every possible way and submit them to the various tests recommended. Upon receipt of such samples, the laboratories will make the examination requested, within the limit fixed by the rules and regulations for the work, on blanks furnished for that purpose. The head of the laboratory will furnish the report of examination to the person requesting the same or to such other person as he may designate in writing in the application requesting the examination. The records of the laboratories are not open to public inspection, except by properly accredited government officials or others authorized by the persons submitting the samples.

**Agent in Europe.**—In order to accurately determine the effect of the varying conditions of grain and its deterioration in transit, an agent has been stationed in Europe for the purpose of securing definite information upon specific shipments which have been previously examined here. The work thus far has been confined principally to corn. This phase of the work has already been in progress for more than a year and such information has been obtained. We believe that eventually data can be secured which will enable the shipper to handle corn with much less liability to loss and with greater satisfaction to the foreign buyer.

The question of grain grades has been

under investigation in the Bureau of Plant Industry for some years and the Bureau consequently has a great deal of information, evidence, and data on the subject, which would enable us to formulate grades of grain on a percentage basis, but we feel, owing to the importance of the question, that we have not as yet sufficient knowledge for a basis that would not be open to criticism by the country. Therefore, for at least some time to come, our work must of necessity be largely experimental and work of research.

**The Moisture Test.**—One result of the investigation up to the present time has been the invention and development by the Department of an apparatus for quickly ascertaining the moisture content of grain, which has been patented by the Department, which means that said patent has been dedicated to the use of the whole people. With this apparatus, the moisture in a sample of grain can be determined in about twenty minutes, whereas formerly, where from twelve to twenty-four hours were required. The apparatus is so constructed that six samples can be tested at one time. The result of the introduction of this apparatus into the grain trade has been very encouraging to the Department and has brought us much evidence showing that there is a growing confidence in the Department's ability to handle the question of grain grades standards in other directions. The apparatus is being gradually and generally adopted for use in the principal grain markets in the country, both by grain inspection departments and individual interests, and it was stated a few days ago by a prominent grain man that this method of inspecting and grading corn "had come to stay," and I believe that a few years hence corn will be bought and sold upon specified moisture contents rather than upon the existing generally unsatisfactory grades.

The scheme of inspecting and grading grain was first instituted in the United States and for many years was more or less satisfactory, but late years it has fallen into disrepute, both at home and abroad, particularly with European buyers of our grain. The reasons for this are many, but principally because the grades have no sound basis and in this respect particularly, the inspection of grain has not kept pace with the growth and improvement in the methods of handling the grain trade.

During the past six months I have been enabled to study this subject from a broad and comprehensive view, and from what I have learned, it seems to me a great wonder that grain inspection under the present methods has not gone out of existence entirely from the very fact of its unreliability and in consequence of the different interpretations put upon the rules and specifications for the different grades.

In most, if not all of the grain markets where inspections are maintained, there are one or more factors in the specifications for grades that would seem not to admit of any doubts or differences of interpretations, namely, the specifications for the grade which are generally required it to be sound, and the specifications for No. 2 corn usually require that this grade shall be dry.

**Examination in Europe.**—Examination of some of the samples taken by our agent in Europe, during the past winter, from cargoes shipped from this country and certified as being No. 2 hard winter wheat, shows in one instance 33.58 per cent of strictly sound wheat; 23.62 per cent of defective wheat, such as bleached, broken, shriveled, etc., and 42.8 per cent of actually damaged grain, consisting of sprouted, 6.6 per cent, bran or skin burned, 30.8 per cent, and actually bin or heat burned, 6.4 per cent.

A sample from another cargo shipped from the same port showed: Perfectly sound wheat, 27.4 per cent; defective, 35.1 per cent; actually damaged, 37.5 per cent, including 27.6 per cent of skin or bran burned grain, and 6.6 per cent of actually bin or heat burned.

**Damaged Wheat Exported.**—During a recent visit to one of our export points I saw some wheat going on board a steamer for Europe and obtained a sample from one stream of this wheat as it was running out of the bin in the elevator. A careful examination of this sample showed it to contain exactly 9 per cent of sound wheat; defective, 58.5 per cent; damaged, 32 per cent, including 26 per cent bran or skin burned and 3 per cent of actually bin or heat burned grain. The wheat was also very damp and very musty. I afterwards obtained what was said to be an average sample of this same shipment. An examination of this sample showed as follows: Sound wheat, 16.4 per cent; defective, 38.9 per cent; damaged, 48.7 per cent, including 4.1 per cent sprouted and

31.1 per cent bran and skin burned, 9.5 per cent bin or heat burned.

**Heating Corn Loaded.**—While the specifications for grading No. 2 corn almost universally say this grade shall be dry, our agent in Europe has been examining cargoes of corn certified as No. 2 from almost all of the Atlantic ports, which, when put to a test, show a moisture content of anywhere from 19 to 22 per cent. This is an excess of anywhere from 7 to 10 per cent of moisture, considered from a standpoint of dry grain. Much of this corn for the past two months has arrived out in a heated and badly damaged condition, or has gone out of condition and become damaged shortly after being discharged from the ships that carried it. Corn shipped from the gulf ports has shown no better results, although it has carried on an average from 2 to 3 per cent less moisture, and one particular port at the gulf has lost a considerable amount of business during the past winter in an endeavor to maintain a just and equitable standard of grain grades.

During a recent trip I investigated and proved to my satisfaction that a cargo of corn had been shipped out of one of our export ports in an actual heating condition; That the inspector who had at first refused to issue a certificate on it, had for some obscure reason changed his mind and certified this cargo as being No. 2 corn. Our European agent who saw this corn reports that it arrived there in a badly damaged condition, and also makes a like report on another cargo of corn loaded at the same elevator immediately preceding this one. Temperatures taken throughout the first-mentioned cargo, before it cleared from our shores, showed a range from 99 to 140 degrees Fahrenheit, the particular port from which these cargoes were shipped, conditions are such as to emphasize most strongly the need of some sort of regulations of the grain inspection question. The inspection is had under what is known as a Board of Trade. The inspection or grain committee of this Board of Trade, at the time spoken of, consisted of a lumber dealer as chairman, a real estate dealer, and the publisher of a country newspaper.

The Chief Grain Inspector is a man well advanced in years, manifestly upright and honest, but also manifestly and innocently incompetent to fill the position to which he has been assigned; a man who has had but a few months' experience in inspecting grain, and one whose main virtue is honesty of intention. He replaced a man who had been discharged from the position for the reason, vouched for by several witnesses, that he had been in the habit of grading cars of grain without looking into them and who is reputed to have issued grain inspection certificates on a train load of grain of such quality that it was purposely set into the elevator one morning, not one car of which contained grain.

**Equitable Grading Impossible.**—The situation at this point is perhaps the most aggravated and worst that can be found anywhere, but there are others that could be criticised in a similar manner with more or less justice. In saying this, I do not mean to imply that all our markets and inspection department are open to the same criticism, for as a matter of fact, they are not. Under the present conditions it seems impossible for any market, no matter how good and honest their intentions, may be, to maintain a just and equitable grading and inspection of grain, because the condition spoken of can be traced almost directly to the fact that grain inspection institutions are and have been used for a number of years as factors in the corn trade of the trade between the several markets.

I am well aware that such institutions, the authorities of which would like to see a just and equitable grading of grain in all markets in the country, particularly in the corn belt, but the authorities have attempted to bring about such a condition in their own market would divert their business, to a large extent, elsewhere, where the owner or shipper of the same could either buy, beg or bulldoze the inspector or the inspection authorities into his particular way of thinking as to how his grain should be graded.

That the inspection alone is not entirely responsible for these conditions, is instanced by the experience which the wheat section in the Southwest has gone through during the present crop year. A kind Providence granted this section a very late yield of very dry wheat, most of which was harvested in good condition. Provisions had not been made, however, for properly caring for and housing this grain. The result was that after the first few shipments of this wheat to the primary or export markets, a large amount arrived in a more or less damaged condition, as the



result of its having been left in the fields at the mercy of the elements and allowed to become wet, sprouted and stack or heat burned, causing an enormous deterioration in the intrinsic value of a large percentage of the whole crop in this part of the country.

Such grades as have been spoken of, particularly in this paper, are not given to grain on arrival at these markets but it is usually so graded as to allow the receiver to properly dock or discount the producer or shipper so that he gets no more for his wheat than it is actually worth, and very often not that much, the receiver and exporter getting the benefit of the running together of the different grades and a very liberal grading out for export. It is a well known fact in the grain trade that more money can be and is made by grain dealers and handlers of a crop of poor or damaged grain than can possibly be made on a good crop harvested in good condition, as in the case of a poor and damaged crop there is always a more or less valid excuse for a liberal dockage and discount and the producer usually gets less for his grain than is warranted by the proportion of damage it sustains. The enormous deterioration and waste of the grain crops in this country is not entirely confined to the Southwestern wheat section nor to the more or less undeveloped parts of the United States, but in many of the older farming sections, the producer allows his grain, and particularly his corn, to lie in the fields, to be stored in open rail pens (they can hardly be called cribs) and in fact, handled in such a way as to attract and hold all the moisture possible, figuring, of course, that this moisture can be sold as grain, inasmuch as it is all sold by weight.

In this way he places the condition of his grain in jeopardy for spring shipment and if he is lucky enough to sell and get it off his hands so as not to lose on its condition himself, some one is sure to and does usually suffer great loss through its deterioration.

Through our domestic and European investigations during the past year, we have ample evidence not only of this but of an appreciable construction in prices paid for and of the volume of grain sold to our European customers as compared with the exports from other countries.

**Local Conditions.**—In my endeavors to point out to the grain trade the need of uniformity, not only of grain grades but of inspection methods as well, and the necessity for injecting something of scientific methods and principles into the grain inspection question, the argument set forth against it most persistently is that of "local conditions." But I have not yet been able to be convinced nor to convince myself that this local condition argument contains any more merit than though it were put in the form of stating that under present conditions the different markets can manipulate the grades and inspection practically to suit themselves and in a way that will make them the most money.

I find that the trade generally has almost an utter lack of appreciation for the needs of the country in the future, and consciously or unconsciously their methods are not conducive to assisting the Department of Agriculture of the United States, and like institutions of the separate States throughout the country, in inducing the farmer and producer of grain to use care and intelligence in his work, and that

**Under present conditions** the careful farmer is not able to compete with the fellow who is careless and slovenly. The disposition to overlook this feature can be attributed, in a more or less degree, to the gambling spirit which generally permeates the trade. As an object lesson in this feature, you have only to watch operations for a few days at the local country elevator where farmers are marketing their grain.

**Manipulation of Grades.**—Owing to the lack of a sound basis for the grades, the grain dealer generally endeavors successfully to manipulate the grades to his own particular benefit, and there is every evidence that since the last interstate commerce act was passed, taking away many special privileges and rebates, he is much more insistent and persistent in his endeavors to have his grain graded according to his own particular views. It is unnecessary for me to say that this refers to a particular class of grain dealers, as you know very well that all grain dealers have not enjoyed these special privileges. This feature is noticeable already in many of the grain markets in the country. I have known of cases, and no doubt such cases exist at the present time where, when he is unsuccessful in getting what he asks for in the grade line, his own private inspection certificate is issued and is some-

times copied so closely after the certificate issued by the recognized authorities that it is impossible in most cases for his customers to be able to tell whether or not they receive the authorized inspection certificate of their grain.

The statement of the chief grain inspector in one of our important markets to the effect that the ordinary grain dealer would sell a car load of brick bats if he could get an inspection certificate on the same showing it to be grain, may not be literally true, but indicates in a suggestive way the length to which some grain dealers will go in their business.

Much more could be said on this subject showing the weaknesses and inconsistencies of the present system, or lack of system, in grain inspection that is not practicable in a paper of this kind.

In conclusion, I wish to say that I cannot see or understand how any man who knows or is interested in the grain busi-

## New Steel Elevator at Oklahoma City, Okla.

Illustrated herewith is the new plant of the Oklahoma City Mill & Elevator Co., Oklahoma City, Okla. Six years ago, this company started with a modest plant of about 125 bbls. capacity. The push and enterprise of the live men identified with the company has resulted in the construction of a 1,000 bbl. mill and new steel elevator illustrated herewith.

The company also operates a line of fifteen elevators which afford it storage room for 200,000 bus. at country points. The officers of the company are: Pres., Whit M. Grant; Treas., L. F. Kramer; Sec'y,



New Steel Elevator and Mill at Oklahoma City, Okla.

ness or its future, looking at the question from a broad and unprejudiced view, can for a moment see any good reason why he should not support a movement for uniform standards of grain grades on a sound basis, and such laws and regulations as will effectively enforce such standards in all grain markets in this country, giving to all the same advantages and privileges and to every man a square deal.

## Exports.

Exports of buckwheat for the 9 months prior to Apr. 1, 1907, have been 191,696 bus., against 632,499 bus. for the corresponding period of 1905-06.

Broom corn valued at \$207,223 was exported during the 9 months prior to Apr. 1, 1907; against \$186,180 worth for the corresponding period of 1905-06.

Malt amounting to 275,031 bus. was exported during the 9 months prior to Apr. 1, 1907; against 749,233 bus. for the corresponding period of 1905-06.

Linseed oil cake amounting to 513,966,000 lbs. was exported during the 9 months prior to Apr. 1, 1907; against 581,000,000 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

A bean company to be known as the Interstate Products Co. is being organized with \$4,000,000 capital by Francis Wing and others of Cleveland, O. It is said the company will control many bean elevators in southern Michigan and western New York.

M. M. Moberly; and Mgr., Buran House. The railway trackage adjacent to the plant is about 6,000 feet used jointly by the Rock Island and Frisco Lines. This gives the company facilities for getting in and out about 35 to 40 cars a day.

The elevator is somewhat unique; it being a round steel tank supported by heavy brick foundation and divided into 21 overhead bins. The first story has a concrete floor upon which are placed at convenient points grain cleaners, clippers, sacking machines, car pullers and power shovels. Each and every machine and each elevator leg is driven by an individual electric motor, as is also the Humphrey Passenger Elevator.

The house has a receiving capacity of about 4,500 bus. per hour. It is expected later that storage in the form of steel tanks will be added.

## Imports and Exports of Beans.

Beans and dried peas amounting to 338,000 bus. were imported into the United States during the 8 months prior to March 1, 1907, compared with 385,130 bus. for the corresponding period of 1905-06.

Exports of beans and dried peas amounted to 328,583 bus. of domestic and 49,723 bus. of foreign origin during the 8 months prior to March, against 338,156 bus. domestic and 28,831 bus. of foreign growth for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

# Grain Trade News

## ARKANSAS.

Hot Springs, Ark.—The T. H. Bunch Co., of Little Rock, has succeeded to the business of the Valley Grain & Commission Co.

Carlisle, Ark.—The Carlisle Rice Growers Ass'n is considering the erection of a rice mill. Elmer Roberts, pres.; G. C. Smith, vice pres., and Dr. G. W. Hinchee, secy. and treas.

Little Rock, Ark.—The T. H. Bunch Eltr. Co. is erecting an office building at a cost of \$1,000 at its eltr. in North Little Rock. The general offices will be removed from the warehouse at East Little Rock to the new offices at the eltr.

Little Rock, Ark.—The reciprocal demurrage law passed by the last legislature will become effective June 20. It provides that car must be placed for loading within 6 days; it shall be the duty of every railroad to interchange empty and loaded cars with connecting roads. For failure to supply cars the railroad is required to pay shipper \$5 per day on demand in writing within 30 days thereafter. Shipments must be moved at the rate of not less than 50 miles per 24 hours under penalty of \$5 per day for delay. Section 3 provides that "railroad companies shall, within 24 hours after the arrival of shipments, give notice, by mail, or otherwise, to consignee of the arrival of shipments, together with the weight and amount of freight charges due thereof; and where goods or freight in carload quantities arrive, such notice shall contain also identifying numbers, letter and initials of the car or cars, and if transferred in transit, the number and initials of the car in which originally shipped. Any railroad company failing to give such notice shall forfeit and pay to the shipper, or other party whose interest is affected, the sum of \$5 per car per day." "A shipper, on whose order a car or cars have been placed for loading, shall be allowed 48 hours for loading, computing time from 7 o'clock a. m. the day after cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$5 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said 48 hours; provided, however, that should the shipper fail to begin loading within 48 hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$10 on each car, covering the demurrage then due. Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of demurrage charges, herein last provided for, until such demurrage charges have been paid. When by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched, in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application."

## CALIFORNIA.

San Francisco, Cal.—A freight bureau is being organized by the Merchants Ass'n, to look after demurrage charges, car shortages and the readjustment of rates.

## CANADA.

Fillmore, Sask.—The Western Eltr. Co. will erect an eltr.

Francis, Sask.—The International Eltr. Co. will erect an eltr.—C.

Nanton, Sask.—The Nanton Society of Equity will erect a 60,000-bu. eltr.

Vegreville, Sask.—The Saskatchewan Grain Co. has bot the eltr. of Wm. Parker.

Lumsden, Sask.—The Hall Milling Co. will increase its eltr. capacity to 100,000 bu.

Wapella, Sask.—H. G. Dawson is erecting a grain warehouse on the side of his eltr.

Calgary, Alta.—The Alberta Pacific Eltr. Co. will erect an eltr., for cleaning and distributing grain.

Strathcona, Alta.—D. R. Ker, pres. of the Brackman-Ker Co., will erect several eltrs. this season in northern Alberta.—C.

Wallaceburg, Ont.—The Hawken Milling Co. has purchased the Lee Mills and will erect a 100-bbl. mill and 75,000-bu. eltr.

Griswold, Sask.—The International Eltr. Co.'s eltr. burst recently and about 5,000 bus. of wheat ran out over the track.

Winnipeg, Man.—The largest day's clearings on the Grain Exchange went thru the clearing house May 13, a total of 8,000,000 bus.

Cayley, Sask.—The Cayley Society of Equity will erect a 40,000-bu. eltr. The Society of Equity will also erect eltrs. at Staveley and Parkland.

Walkerville, Ont.—Hiram Walker & Sons are having a concrete fireproof storage eltr. of 300,000 bus. capacity built by the Barnett & Record Co.

Montreal, Que.—The movement of grain is being checked by the strike of longshoremen. Nearly 30 ocean vessels are held in port by the strike.

Yorkton, Sask.—The Canadian Eltr. Co.'s eltr. which collapsed will be repaired. The grain which was spilled was gathered up and shipped with very little loss.

Wolseley, Sask.—Jos. Cawthorpe & Sons of Thamesville, Ont., will erect and operate a 500-bbl. flour mill and also an eltr. The mill will have a capacity of 300 bbls.

Strathcona, Alta.—A car of wheat shipped in November to McLaughlin & Ellis, Winnipeg, was lost until the middle of May, when it was located at Vegreville.

Fort William, Ont.—The Grand Trunk Pacific Railway Co. is having plans for a large eltr. prepared by the Barnett & Record Co. It will be a concrete, tile and steel eltr., built along the same lines as the one just finished by the Barnett & Record Co. for the P. V. Co. at Duluth.

The first story will be concrete, the bins of steel and the cupola enclosed in tile. The capacity of the elevator will be 2,000,000 bu., of which 500,000 bus. will be in the working house.

Winnipeg, Man.—In the grain conspiracy cases against W. J. Gage, John Love and John McHugh, members of the Grain Exchange, Judge Phippen of the King's bench on May 21 decided that defendants are not guilty.

Port Arthur, Can.—Jas. B. King & Co. have made arrangements with the Multiplex Electric Thermometer Co. to install its Zeleny Thermometer System in grain storage tanks for the protection of grain from heating.

Montreal, Que.—A new fleet of 12 floating grain eltrs. will be placed in operation this season by the Harbor Commissioners as an auxiliary to the big eltr. which hitherto has been doing a small business, the Montreal Warehousing Co. having handled most of the grain thru its boats.

Vancouver, B. C.—The Mount Royal Milling & Mfg. Co. will spend about \$50,000 in new machinery and equipment on the old rice mill which has been idle for several years. The capacity of the flour mill is 200 barrels and the rice mill will turn out 10 tons a day. Additional eltrs. will be built.

Ottawa, Ont.—The Dominion Grain Commission met here May 14 to complete arrangements for the foreign trip. After visiting New York, Portland, Boston, Halifax and St. John the Commission will leave May 31 for England. The Commission is composed of John Millar of Indian Head, chairman; W. L. McNair of Keyes, Man., and Geo. E. Goldie of Ayr, Ont. Ernest Meild of Toronto has succeeded Mr. Boyle as secy.

Portage la P. Prairie, Man.—A Portager representing certain claims against Geo. Wood, the bucket shop fakir, who was allowed his freedom recently, went to Winnipeg to get settlement. He was taxed ten per cent by Acting Attorney General Agnew, and it is understood all the legal claims were settled less the ten per cent, although it is not stated who falls heir to this rake-off levy. As only those whose claims were legally and regularly filed secured the 90 cents on the dollar they are that much better off than the large number who were "touched," but took no action and so get nothing.—Graphic.

Winnipeg, Man.—The Winnipeg Board of Trade, which is a large organization distinct from the Grain Exchange tho having the same secy., held its annual meeting in the Grain Exchange bldg., May 14. G. F. Carruthers was elected pres., C. N. Bell, re-elected secy.; and the following were appointed to the boards: Board of arbitrators—G. F. Carruthers, K. MacKenzie, G. F. Galt, G. J. Moulson, T. D. Robinson, R. T. Riley, S. Spink, A. Macdonald, H. M. Belcher, W. J. Hammond, J. W. Driscoll, Wm. Brydon; board of grain examiners—N. Bawlf, G. R. Crowe, G. V. Hastings, J. Love, S. Spink; Dominion board of grain examiners—S. Spink, R. Muir, J. Love, N. Bawlf, G. V. Hastings.

## WINNIPEG LETTER.

Roblin, Man.—Perrzo Bros. will erect a 30,000-bu. eltr. at once.

Winnipeg, Man.—Kirby, Darling & Co., incorporated; capital stock \$200,000.

Montreal, Que.—David Seath, secy. of the board of harbor commissioners, 57 Common street, will receive tenders until



June 5 for mechanical, electrical and belt equipment, and rubber belting, for the grain eltr.—R.

Arden, Sask.—The Manitoba Milling Co.'s eltr. is being torn down and will be removed to a point farther west.

## CHICAGO.

Memberships in the Board of Trade are selling at \$3,000, an advance of \$1,200.

Joseph F. Lamy, of St. Louis, has accepted a position with Gardner & Paddleford.

John Kjellander, formerly state grain registrar, has been appointed city sealer of weights and measures.

E. J. Feehery, formerly with Armour Grain Co., is now traveling for Sam Finney in Iowa and a part of Illinois.

A number of St. Louis option firms are considering removal to Chicago before the new stamp tax goes into effect in Missouri.

Joe Linebarger, a member of the Board of Trade, who was poor two months ago, is said to have cleared over \$100,000 on the recent advance in wheat.

How happy all brokers would be, if the commission was still one quarter. Do you see? Would the extra one eighth deter anyone from trading these days of rapid fluctuations?

Sam Finney has moved into commodious offices at 715 Board of Trade to meet the growing demands of his business. These quarters were formerly occupied by the United Grain Co.

One-half cent elevation allowance is requested of the railroads at Chicago by E. B. Boyd, manager of the transportation department of the Board of Trade. Several roads are said to have promised to grant the allowance at Chicago.

A concrete eltr. and brick warehouse will be erected for the Illinois Vinegar Co. at 51st street and Panhandle track by the Seckner Co. The storage of the eltr. will consist of 14 concrete tanks, 20x70. The warehouse will be 40x48x118 ft.

Illinois shippers who visit Chicago June 11-12 should be taken to several inspection tracks on the morning of the 12th and shown condition of cars and grain upon arrival. They might also get some pointers on grading if the track inspectors would tell or show them how it is done.

Applications for membership in the Board of Trade have been made by Emanuel Z. Zipperman, James E. Hayes, Winfield S. Brainard, Samuel C. Bartlett, Lewis E. Howard, Claud Dyckman, Christian Brice Caldwell, Friedel L. Schuyler, Louis P. Goldsborough, Alfred Kramp. Applications for transfer of membership have been made by Frank M. Bertrand, John Lambert, Patrick O'Brien, William R. King, Yale Kneeland, William P. Callaghan, Leland W. Prior estate, Buel S. Bigelow, I. L. Ettelinger, Henry J. Boyd, James B. Hogarth, Endyn V. Mitchell. The directors recently admitted the following new members: Peter Fortune, John H. Mosher, Ezra O. Floyd, S. L. Ruffy, F. J. Miner, S. C. Bartlett.

## ELEVATOR MEN TO QUIT.

Notice that they would not make application to have their houses declared regular after July 1 was served May 25 on the directors of the Board of Trade by the Armour Eltr. Co., Bartlett, Frazier & Carrington, J. Rosenbaum Grain Co.,

South Chicago Eltr. Co., Peavey Grain Co. and Keith & Co.

Pres. Sager and Directors Andrew, Bunnell and Bradley, after mature consideration, gave out the following notice:

"A communication has been received this day addressed to the pres. and directors, and members of the Board of Trade signed by the proprietors of certain public and regular warehouses, declaring that the rules of the Chicago Board of Trade limiting and defining the rights of regular warehousemen are of a character which, in their judgment, allow so wide a latitude of interpretation that the operation of regular eltrs. thereunder has become impossible and impractical, and asserting that they are therefore prevented from making application to have their respective eltrs. declared regular on and after July 1, 1907.

"In view of the fact that this communication has been mailed to all the members of the Board of Trade, and may occasion uneasiness and alarm, the directors at a special meeting held this day, authorized a committee, composed of Messrs. Andrew, Bunnell and Bradley, acting with the pres. of the board, to take such steps and incur such expense as in their judgment may be necessary to make provision for regular storage under the rules of the Board of Trade of the city of Chicago on and after July next, and to make such statement to the trade as they may deem advisable.

"Therefore, in accordance with the above action of the directors, the committee desires to assure the trade that no uneasiness or alarm need be felt in regard to the situation, and to call attention to the fact that, even though the present regular warehouses do not apply to be made regular on July 1 next, still under the rules of the board warehouse receipts representing all the contract grain in store in such regular eltrs. on June 30 next would be deliverable on contracts for the ensuing six months, thus providing for delivery of such receipts on contracts maturing in July, September, and December next.

"The committee, acting on behalf of the board of directors, further desires to assure the trade that ample provision will be made for public storage to meet all requirements, having already assurance of sufficient regular storage capacity to meet any emergency that may arise."

## COLORADO.

Fowler, Colo.—B. R. Davis is erecting an eltr.

Denver, Colo.—J. T. Crews has put in a feed mill run by electricity.—E. Quilitch, Pueblo, Colo.

## IDAHO.

Rigby, Ida.—The Rigby Milling Co. contemplates erecting an eltr. this summer for storing wheat, and T. W. Lee, formerly general passenger ticket agt. of the D. & L. Ry. at N. Y. and who is now operating a 25,000-acre farm near here, is at the head of the movement to erect the largest grain eltr. in southeastern Idaho.—The Rigby Hardware, Lumber & Mfg. Co.

## ILLINOIS

Chapin, Ill.—The Chapin Grain Co. has been dissolved.

Panola, Ill.—The Baldwin Grain Co. is putting in a new set of scales.

Bloomington, Ill.—B. F. Baker, formerly of Glen Avon, Ill., has moved here and

will represent Sam Finney in Illinois territory.

Bolton, Ill.—Ed Burt is repairing and putting a new dump in his eltr.

Lawndale, Ill.—D. P. Brook is the new man in charge of the Lincoln Grain Co.'s office.

Ferris, Ill.—The Farmers Eltr. Co. has been incorporated. Geo. Abbott will have charge of the eltr.

Lexington, Ill.—I will start to build a 50,000-bu. capacity eltr. here in a few days.—J. J. Kemp.

Brocton, Ill.—The Brocton Eltr. Co. is enlarging its eltr. by building new cribs, and also making other improvements.

Morrisonville, Ill.—The Herdman Grain Co. has taken down its flouring mill and will remodel it into an up-to-date eltr.

Springfield, Ill.—Governor Deneen on May 24 signed the grain inspection law fathered by Chief Grain Inspector Cowen.

Princeville, Ill.—A. L. Parker, agt. for the railroad, has taken charge of the eltr. on the Santa Fe for W. H. Perrine & Co.

Moweaqua, Ill.—The eltr. of the Evans Eltr. Co. is undergoing some repairs. The inside has been remodeled and the driveway lowered.

Viola, Ill.—J. H. Dole & Co.'s eltr. that has been idle the past seven years was sold and razed for the old material, this spring.—Christy & Co.

Enright Station, El Paso, P. O., Ill.—The El Paso Eltr. Co. has bot the eltr. of Shepard & DeBolt for \$8,500. Edward North has been placed in charge.

Gilman, Ill.—C. H. Rumley of the C. H. Rumley Grain Co. has bot J. C. Kennedy's stock in the company. Mr. Kennedy is undecided what he will do.

Dixon, Ill.—The John Dickinson Co. has established a branch office here for the execution of orders for future delivery on the Chicago Board of Trade.

Alton, Ill.—For the second time the steel eltr. of the Sparks Milling Co. telescoped May 18, letting 5,000 bus. of wheat out upon the ground. It will be re-erected.

Lexington, Ill.—One day last week 19,502 bus. of corn was delivered to the elevator of H. W. Rogers & Co. Farmers were waiting for fifty cent corn and they got it.

Findlay, Ill.—C. A. Davis of Arthur has traded his eltr. at Arthur for E. R. Boggs' eltr. here. The Davis eltr. was valued at \$5,000, and the Boggs eltr. at \$11,000.

Evergreen Park, Ill.—The installation of cleaning machinery, elevator and conveyors for wheat at the plant of the Williams Biscuit Co. has just been completed by Fred Friedline.

Borton, Ill.—The insurance on my eltr., burned Apr. 24, has been incorrectly stated. I had \$2,000 on the eltr. and machinery, and \$850 on grain; making a total of \$2,850, instead of \$4,800.—Chas. Henn.

Askum, Ill.—Chas. H. Comstock, who built the first eltr. at Chebanse and had been engaged in the grain business at Peotone, died May 13, aged 69 years. He has been engaged in the grain trade at this place since 1871.

Peoria, Ill.—We are indebted to John R. Lofgren, secy., for a copy of the 37th annual report of the Peoria Board of Trade for the year ending Dec. 31, 1906. The 63-page pamphlet contains statistics of the receipts and shipments at this important railroad center, a list of the mem-

bers of the Board of Trade and valuable statistics on the crops.

Springfield, Ill.—The grain inspection bill of Chief Grain Inspector W. Scott Cowen, introduced by Mr. Covey as H. B. No. 848, was passed by the senate May 10. Hull's bill for uniformity in warehouse receipts, No. 642, also has been passed.

Joy Prairie, Concord P. O., Ill.—W. C. Calhoun will commence work at once on a 10,000-bu. studded eltr. It will contain Constant Sheller, 20-h.-p. Fairbanks-Morse Engine and wagon scale. The contract for erection has been let to the Burrell Engineering & Construction Co.

Springfield, Ill.—Among the bills passed by the last legislature are S. B. No. 349 by Dunlap, providing for the use of road drags for improving dirt roads and prohibiting driving on them before they are dry. H. B. No. 839, to make the law on commercial paper similar to laws in other states.

Colvin Park, Ill.—A substantial frame, cribbed, iron-clad eltr. of 12,000 bus. capacity, with water tight concrete boot pit and concrete dump sinks, has recently been completed for C. F. Ollman & Son by Fred Friedline. The eltr. is equipped with all over-head bins, giving a work floor for the storage of flour and feed. There is one stand of elevator legs. The gasoline engine is in detached power house.

Sycamore, Ill.—My new eltr. built last fall is now equipped with a 10-h.p. Westinghouse electric motor. The cost for power does not exceed \$10 per month, which is most reasonable, for I operate a cleaner and sheller besides the other machinery. I expect to buy a new cleaner this year, and will be in a better position than ever to ship only prime grain.—Geo. W. Hunt.

Weston, Ill.—G. B. Gordon, of Fairbury, trustee in bankruptcy of the Weston Grain Co., a bankrupt, has filed suit in the McLean county circuit court for \$5,500 debt and damages against the National Surety Co. It is claimed the latter were sureties on the bond of Henry Schoenfeldt, the manager of the grain company, whose alleged speculation on the Chicago Board of Trade wrecked the company.

Atlanta, Ill.—A tornado destroyed the eltr. of Applegate & King at noon, May 14. The house was being rebuilt, so there was no grain in the building. The wind lifted the house off the foundation and tumbled it upon the railroad tracks, burying a passing freight train. One car was wrecked and several were smashed. The firm had \$1,000 of storm insurance; and are arranging to build a house of 25,000 bus. capacity.

Metcalfe, Ill.—Homer D. Hall, who has formerly superintended the National Eltr. Co.'s eltrs., along the Clover Leaf Route, with headquarters here, has recently been transferred to the Vandalia with headquarters at Arcola and will superintend the National Eltr. Co.'s line of eltrs. on the Vandalia line. H. D. Hall is a young man, and seems to have a pretty thorough understanding of the grain business, as this is his second promotion this year with the National people.

Cairo, Ill.—The suit of R. C. Cox against the Illinois Hay & Grain Co. to recover several hundred dollars on 10 cars of grain was heard by the circuit court May 16. The grain was sent in as No. 3, but the defendant graded some of it as No. 4 and some of it not at all and remitted accordingly; and also claimed shortage on every car. It was shown that

defendant has no inspector who is authorized to act under the Cairo grain inspection organization. Mr. Cox was represented by State's Atty. Wilson and Atty. George Kinney of Springfield. The jury gave Mr. Cox judgment for \$3,437.

German Valley, Ill.—The H. A. Hillmer Co., of Freeport, Ill., will erect a 12,000 bu. eltr. at once to take the place of the one destroyed about four months ago by the Great Western Flyer which flew the track and plunged into the building totally wrecking it. The building will adjoin the other eltr. here owned by the company and the combined capacity of the two will be about 20,000 bu. The new building will be cribbed, with iron siding. It will contain one leg with capacity of 2,000 bu. per hour, an Avery Automatic Scale, a Howe Wagon Dump, and 6 h.-p. gasoline engine. The Burrell Engineering & Construction Co., which built the wrecked eltr., will also erect the new one.

#### PROGRAM ILLINOIS MEETING.

The annual meeting of the Illinois Grain Dealers Ass'n will be held at the Auditorium Hotel, Chicago, June 11 and 12; and will be followed on the evening of June 12 by an entertainment, tendered by the Chicago Board of Trade. The program follows:

TUESDAY, JUNE 11th, 1:30 p. m.

Address of Welcome—Hiram N. Sager, pres. Chicago Board of Trade.

Response—W. L. Shellabarger, Decatur, vice pres. Illinois Grain Dealers Ass'n.

Address to Membership—E. M. Wayne, Delavan, pres. Illinois Grain Dealers Ass'n.

Reading the minutes of the last annual meeting.

Appointment of Committee—Committee on Auditing, Committee on Resolutions, Committee on Nominations.

New business.

WEDNESDAY, JUNE 12th, 1:30 p. m.

Standardization of Grain—J. D. Shanahan, Washington, D. C., U. S. Department Agriculture.

Grading Grain by Uniform Rules—E. H. Culver, Chief Inspector of Grain, Toledo, O.

Secretary's Report—S. W. Strong, Pontiac, Ill.

Treasurer's Report—H. I. Baldwin, Decatur, Ill.

Report of Committees—Auditing, Resolutions, Nominations.

Election of officers.

Miscellaneous business.

BOARD WILL ENTERTAIN ILLINOIS DEALERS.

In spite of the fact that the recent bulge in wheat prices has plunged every member of the Board of Trade deep into dealings, the members of the entertainment committee, appointed to provide amusement for Illinois Grain Dealers to be assembled in convention June 11 and 12 at Chicago, have been negotiating with cooks and clowns, and laying plans for a big time.

Among the good things in store for the half-thousand dealers and their wives expected to attend the convention will be a dinner given in their honor by the Board of Trade on the evening of June 12. Cuisine artists with rare reputations have been engaged for the occasion, and the edible things the members will have served to them will be a memory joy for years to come.

After the inner man has been satisfied there will be feasts for the eyes and joy for the soul. The whole bunch of grain

buyers with their escorts will be transported to the White City, and the wonders of that extravaganza opened wide to them. Every dealer will be given a key that will unlock the doors of every show on the pike, from the wizard to shoot the chutes.

No dress suits will be required on this occasion but it might be well for those who desire to shoot the chutes to bring along their bathing suits.

#### INDIANA.

Centerville, Ind.—Fred Schientz & Son have put up a new smoke stack on the boiler room.

The date of the meeting of the Indiana Grain Dealers Ass'n has been set forward a week to June 19.

Lagrange, Ind.—The Berne Hay & Grain Co., is building quite extensive additions to its storage eltr.

Bloomington, Ind.—A concrete eltr. of 50,000 bus. capacity will be erected by the Bloomington Milling Co.

Princeton, Ind.—Capt. A. M. Orr of Mt. Carmel has bot the eltr. of The Princeton Eltr. Co., for \$1,800.

New Albany, Ind.—The Southern Ry. Co. has bot 15 acres of ground, and will erect at once a large grain eltr.

Grass Creek, Ind.—We have bot the eltr. of E. J. Buchanan, and will erect a large modern house at once.—O. Gandy & Co., South Whitley.

Galveston, Ind.—A. E. Betts writes that he has sold his eltr. to the Galveston Grain Co. The sale was made by John A. Rice to Chas. Seward.

Indiana Harbor, Ind.—A tower and eltr. leg in connection with the bleacher at the Midland Eltr. is being erected by Fred Friedline for the Midland Eltr. Co.

Hammond, Ind.—C. H. Mayer, Henry Schumacher and others have bot the large feed mills of the Western Grain Products Co., hitherto controlled by C. A. Krause.

Fort Branch, Ind.—The Fort Branch Milling Co. will erect a concrete storage tank for grain 24 ft. wide and 33 ft. high, and has let the contract to the McClanahan Concrete Co.—L.

Freeland Park, Ind.—The eltr. formerly operated by the Weidner Grain Co., and owned by S. H. Weidner, is now operated by Bartlett, Kuhn & Co., of Terre Haute, Ind.—A. C. Thompson, Piper City, Ill.

Princeton, Ind.—The widow of H. E. Agar, who is supposed to have been drowned at the time of the failure of the Princeton Eltr. Co., has brot suit against the insurance companies under the policies on his life.—L.

Boston, Ind.—The Kitchell Eltr. Co. is erecting coal sheds, repairing and painting its eltr. here and at Witts Station. Its eltrs. are about cleaned of grain and very little in the farmers hands to come in.—W. C. Hart, Kitchell, Ind.

Argos, Ind.—I have bot the stock of C. J. Walter in the Lake Erie & Western Eltr. I have leased the eltr. building of Isaac Reed for three years with the option of buying at any time. Mr. Walter never owned the buildings.—A. J. Hosler.

Wellsboro, Ind.—Sam Finney has added another large receiving leg with 6x19 inch cups to meet the growing demands upon his transfer and cleaning house, which is at the junction of the Grand Trunk, Pere Marquette and B. & O. R. Rs.

Indianapolis, Ind.—As the Ohio Ass'n



order to keep the dates of the two ass'ns holds its meeting on June 26 and 27, in from conflicting, we have decided to hold the meeting of the Indiana Grain Dealers Ass'n on June 19 instead of June 26.—T. A. Morrisson, pres., Frankfort, Ind.

Bluffton, Ind.—James W. Sale will retire June 1 from the old firm of Studabaker, Sale & Co., in order to devote more time to his interests in the telephone business, banking and insurance. The business will be continued by John Studabaker, Sr., D. D. Studabaker and H. H. Deam, under the name John Studabaker & Son, at this city, Liberty Center, Buckeye and Van Buren.

Grabill, Ind.—The Wittmer Grain Co. will build an addition to its eltr. to give 6,000 bus. more bin room and contain a 50-bbl. mill. Instead of gasoline engine as at present, the power will be steam, 65-h.p. The mill will cost about \$7,500. N. A. Grabill furnishes the plans and everything inside, the contract for the outside not having been let.—C. G. Egly, Berne, Ind.

Indianapolis, Ind.—A state organization of shippers and manufacturers is to be formed May 27 to protect their interests in the legislature and to aid the enforcement of the law. At a meeting May 14 John McCardle, of Indianapolis, was elected temporary pres., and J. V. Zartman, of Indianapolis, temporary secy. An executive committee representing the following organizations has been appointed: W. H. Toban, Muncie, Indiana Manufacturers & Shippers' Ass'n; J. M. Brafford, Indianapolis, Indiana Grain Dealers' Ass'n; H. C. Starr, Indianapolis, Travelers' Protective Ass'n; J. W. Sale, Bluffton, National Hay Ass'n; W. C. Johnson, Indianapolis, Retail Lumber Dealers; H. E. Kinney, Indianapolis, Board of Trade; John F. Russell, Greensburg, Millers' Ass'n; C. H. Jones, Indianapolis, Coal Operators' Ass'n; W. A. Guthrie, Indianapolis, Hard Wood Lumber Dealers' Ass'n; A. E. Bradshaw, Indianapolis, Retail Coal Dealers' Ass'n; J. Keavy, Indianapolis, Indianapolis Freight Bureau.

## INDIAN TERRITORY.

Amber, I. T.—The Wheatland Grain & Lumber Co. will build a 15,000-bu. eltr. on the Frisco Tuttle, I. T.—G. M. Mell has succeeded Mell & Cole.

Madill, I. T.—The Madill Grain & Eltr. Co. incorporated, capital stock \$50,000; incorporators, W. N. Taliaferro, W. H. Lawrence, D. W. Ingersoll and others. The contract for a \$10,000 eltr. will be let and the eltr. will be built at once.

## IOWA.

Ocheyedan, Ia.—E. A. Brown will erect another eltr.

Meltonville, Ia.—G. L. Bosworth of St. Ansgar is erecting an eltr.

Spencer, Ia.—The Farmers Eltr. Co. incorporated, capital stock \$3,000.

Alta, Ia.—F. S. Ash, of Fonda, will be mgr. of the new farmers eltr.

Sioux Center, Ia.—Geo. Terwilliger, of Sioux City, Ia., has sold his eltr.—A.

Estherville, Ia.—The Farmers Eltr. Co. incorporated, and may buy the St. John eltr.

Peterson, Ia.—The Farmers have bot the eltr. of Weir & McMullen, and will take possession soon.

Milford, Ia.—Mooreland & Shuttleworth have purchased the eltrs. at Larchwood and Granite, Ia., and Shindler, S.

D. A. D. Mooreland will move to Larchwood and will have supervision of the three eltrs.

Dixon, Ia.—John Dammann & Co. have let the contract for an eltr. to the Young-levette Construction Co.

Sioux City, Ia.—The Mystic Milling Co. has purchased an improved Hall Signaling Grain Distributor.

Council Bluffs, Ia.—Droge Bros. eltr. recently had a small blaze from an overheated engine. No loss.

Crystal Lake, Ia.—The Farmers Eltr. Co. incorporated; \$3,000 was raised and the company will build soon.

Nanson, Ia.—The Farmers Eltr. Co. is planning to remodel its eltr. so that the storage capacity will be larger.

Dows, Ia.—The Farmers Co-operative Grain Co. has bot the eltr. of Kleeme Bros. for \$2,917, and will not build.

Merrill, Ia.—The Plymouth Roller Milling Co. is tearing down the eltr. at Seney and moving the lumber here to repair its eltr.

Wellsburg, Ia.—The Farmers Co-operative Eltr. Co. has bot the eltr. of John Tjaden. The company has the penalty clause.

Aurelia, Ia.—The Farmers Eltr. Co. is erecting an eltr. C. DeVries, of Boyden, will be mgr. M. Y. Whitney will erect an eltr.

Summit, Ia.—J. Auracher of Shenandoah is putting a new engine, dump, concrete bottom, and other improvements in his eltr.

Des Moines, Ia.—It is believed that the state railroad commission will establish joint rates on a distance tariff, after the present hearings.

Red Oak, Ia.—G. A. Stibbens will move his eltr. 300 ft. upon railroad ground. Mr. Stibbens has bot the eltr. that he has been operating under lease.

Ferguson, Ia.—The Farmers Eltr. Co. has bot the eltr. of O. P. Beale & Co. This company was organized a few months ago. The price paid was \$2,100.

Otho, Ia.—The Otho Farmers Eltr. Co. incorporated; capital stock \$50,000; incorporators, Charles Anderson, A. L. Rhodes, William Fortney, A. H. Johnson and others.

Des Moines, Ia.—The state legislature has enacted a law requiring the secy. of state to note whether articles of incorporation provide for the conduct of business in a lawful manner, in case of doubt to procure an opinion from the atty.-gen.

Williamsburg, Ia.—The Jackson Grain Co. is overhauling and remodeling its eltr. The old incline has been torn away and a new driveway will be on a level with the scale platform. The dump has been lowered and is floored and walled with concrete.

Lisbon, Ia.—W. J. Fiala will remove his eltr. building and erect a modern structure with improvements, automatic appliances and dump scales. The capacity of the bins is to be 25,000-bu. The building will be 40 ft. high and 22x26 ft. on the foundation. Chas. E. Newell has the contract.

Des Moines, Ia.—We are satisfied with the grain proportional rate now accorded us. For the last year and a half we have been able to keep the Des Moines rates on a proportional with Omaha. It has taken hard work, but Des Moines is now recognized as a grain shipping center. Elevation has been accorded us by the Wabash for a number of years, and the new rate is simply in line with the Inter-

state Commerce decision in the Peavy case, putting us on the same basis with Omaha.—M. McFarlin, pres. Des Moines Eltr. Co.

## KANSAS.

Palmer, Kan.—I have succeeded W. C. Strohm.—W. C. Brown.

Lyons, Kan.—E. W. Wright has bot the grain business of Wright & Gray.

Utica, Kan.—The Utica Grain Co., incorporated; capital stock \$10,000.

Clyde, Kan.—W. L. Brandon has bot the eltr. of the Central Eltr. Co.—Clyde Exchange Bank.

Lovewell, Kan.—An addition has been made to Geo. Scoular's eltr., increasing the capacity 5,000 bus.

Hiawatha, Kan.—P. M. Kelley is erecting an eltr. on the site of the one that was burned last year.

Morril, Kan.—H. R. Melendy of Oneida, Kan., has bot the eltr. of the Gibbs Eltr. Co. and will move here.

Ellinwood, Kan.—L. W. Peck is the new mgr. of the Kansas Grain Co. in the place of Ed. Lancaster, who recently resigned.

Pratt, Kan.—The Farmers Union Grain & Coal Co. has bot the eltr. of the Home Grain Co.—O. E. Bailey, agt. Home Grain Co.

Monument, Kan.—I have started to erect a 20,000-bu. eltr. and do not want to be without the Grain Dealers Journal.—J. A. Kyle.

A general meeting of the Kansas Grain Dealers Ass'n will be held at Kansas City, Mo., about the middle of June.—E. J. Smiley, secy.

Hutchinson, Kan.—The Kansas Grain Co. on May 17 sent \$100 to Professor Hunter at Lawrence for parasites to be shipped to the different stations of the company to exterminate the green bugs.

Saxman, Kan.—We have commenced tearing down our old eltr. and will erect a new 11,000-bu. eltr. on the site of the old one.—E. R. Hess, mgr. The Saxman Farmers Grain, Live Stock & Supply Co.

Phillipsburg, Kan.—The eltr. of La Rue & McLlvain burned May 6. The eltr. was filled with millet, cane seed and wheat. A large quantity of baled hay and alfalfa in the sheds was destroyed. Little insurance.

Rozel, Kan.—R. M. Norris is erecting the fourth eltr. at this place. Another is being built at a new switch 5 miles east of here. I have the handling of business of the Union Grain Co. (farmers) for another year.—Alvin J. Garrison, agt. Rozel Eltr. Co.

Topeka, Kan.—The Kansas Grain Dealers Ass'n is about to begin a campaign to raise a large sum, perhaps \$1,000, to aid the state university in the distribution of the parasitic bee that destroys the green bug. For lack of funds Professor Hunter of Lawrence is unable to satisfy the demand for the parasite.

St. John, Kan.—John Toland, Simon Shank, G. W. Grandy, Chas. A. Brown and Nathan Harter have bot the eltr. of the Kansas Grain Co. G. C. Smith, the buyer for the Kansas Grain Co., will be transferred to some other point, and Nate Harter will take his place as buyer for the new company.

Topeka, Kan.—The State Board of Railroad Commissioners announced May 16 that an order would be issued soon to the railroad companies requiring them to establish terminal facilities at Kansas City,

Kan., and to quote rates on tariff sheets to that point. Hitherto shipments have been billed to Kansas City, Mo., making the transaction interstate and beyond the power of the state board to regulate.

Abilene, Kan.—A famed Minneapolis crop expert wired from Abilene that there would be no harvest here; and immediately a Minneapolis miller wired the Security Mills here an inquiry, to which proprietor H. K. Humphrey replied that wheat conditions were in good shape, having been improved about 85 per cent by rain. The crop sharp is said to have remained in the hotel during his entire stay, a single night, and never interviewed any grain dealer, miller or farmer at Abilene.

Topeka, Kan.—The Kansas State Board of Railroad Commissioners has refused to act on the complaint by H. G. Wilson, traffic mgr. of the Board of Trade of Kansas City, Mo., that the railroad companies are refusing to let cars of grain go to connecting lines. In its reply the Board of Commissioners said one of the most annoying conditions prevailing in Kansas to-day is that of car shortage and the board is doing everything in its power to remedy the same. In cases of car shortage the companies have universally answered that one of the principle reasons for the prevailing condition is their inability to secure return of equipment from foreign lines and upon investigation the board finds this to be true and in view of this fact the board feels that it would better conserve the interests of Kansas shippers by refusing to grant your request.

### KENTUCKY.

Glendale, Ky.—The Glendale Grain Co. is installing an improved Hall Signaling Grain Distributor.

Hardinsburg, Ky.—Hook, Miller & Co. will equip their eltr. with an improved Hall Signaling Grain Distributor.

Frankfort, Ky.—The Kentucky court of appeals held, May 21, that poolrooms and bucket-shops can be proceeded against as a common nuisance, and after conviction the nuisance can be abated thru indictment by the grand jury.

Louisville, Ky.—Fire on May 9 destroyed the steel and corrugated iron eltr. of Callahan & Sons, millers, and dealers in grain and hay. The new warehouse, other buildings and steel grain tanks were saved. The flames were discovered shortly before 5 o'clock a. m. in the top of the eltr., which was 60x40 ft. and 100 ft. high. The floors of the galleries of the eltr. were of wood resting on iron beams. So intense was the heat that the iron beams and girders were melted, twisted and turned out of shape. The burned building was located at a distance from the main plant, in a group of steel tanks 50 ft. high, filled with corn, wheat and oats. The building was supposed to be fireproof, as little wood was used in its construction. Loss, \$100,000; insurance, \$21,500 on building; \$13,000 on machinery, and \$11,500 on grain. The grain in the group of tanks saved, was insured at \$50,000. The burned eltr. will be rebuilt at a cost of about \$60,000.

### LOUISIANA.

Crowley, La.—The Louisiana & Texas Rice Millers & Distributors' Ass'n has elected J. E. Broussard of Beaumont, Tex., pres.; George Hathaway of Lake Arthur, vice pres.; W. D. Marshall of Crowley, secy., and A. B. Allison of Crowley, treas.

### MARYLAND.

Baltimore, Md.—Harry M. Hammond of Richards & Hammond recently sailed for Carlsbad, Germany.

Baltimore, Md.—Goldsborough Bros., of which firm Louis P. Goldsborough was a member, have failed.

Baltimore, Md.—Albert H. Callow has been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—J. Berry Mahool has been elected mayor of this city to serve four years. He is one of the popular members of the Chamber of Commerce.

Baltimore, Md.—The Northern Central Ry. has given notice that after July 1 the rate on grain for coastwise shipment will be reduced  $\frac{1}{2}$ c, to the same basis as domestic.

Canton, Md.—Daniel E. Shaw, for many years chief engineer of grain eltr. No. 3 of the Northern Central Ry., died at his home May 7. He has been in poor health since the fire several years ago. At that time he suffered a nervous shock.

### MICHIGAN.

Bay City, Mich.—B. C. Thorne has built a 10,000-bu. eltr.

Traverse City, Mich.—Cook & Young Eltr. Co. has gone out of business.

Silverwood, Mich.—The Silverwood Eltr. Co., incorporated, capital stock \$8,000.

Hanover, Mich.—Oldman's Golden Central Co., incorporated; \$10,000 capital stock.

Lansing, Mich.—The anti-bucket-shop bill was killed May 8 by the house committee on state affairs.

Otisville, Mich.—The Stockbridge Eltr. Co. has bot the Foster bldg. in Fostoria and will move the lumber here to build an addition to its eltr.

McBrides, Mich.—B. E. Cadwell & Co.'s eltr. burned May 9. Loss \$6,000; insurance, \$3,000. About 5,500 bus. of grain was burned. The eltr. will be rebuilt.

Colling, Mich.—The Oxford Milling Co. will erect an eltr. The company has finished buying beans for the season. In all 15,674 bus. was bot; which required 17 cars to ship.

Schoolcraft, Mich.—W. J. Thomas & Co., have let the contract for remodeling their eltr. to the Burrell Engineering & Construction Co. The company will install a new Constant Sheller, Monitor Cleaner and two stands of eltrs., with necessary transmission machinery.

Jackson, Mich.—The Stockbridge Eltr. Co. has purchased 6 cars of a Michigan City builder and is the only grain company in the United States having a line of private cars. The cars are 36 ft. long, have 80,000 lbs. capacity and will be employed in relieving the car shortage at the company's interior stations. It has been almost impossible to get cars at non-competitive points.

Ithaca, Mich.—The Independent Eltr. Co., incorporated, capital stock \$15,000; incorporators, Will T. Naldrett, pres.; Geo. S. Young, vice pres.; Fred E. Smith, former county treas., secy.; Henry McCormack, treas. The new eltr. is now in process of erection. The buildings will consist of an office one story in height, 26x30; the eltr., 40x50, back of which are the bean picking house, 30x30, and hay and straw sheds, 30 ft. wide and extending back 80 ft. making the entire length of the building on the new spur

to be laid by the Ann Arbor Railroad 216 ft. Coal, tile, brick and cement buildings and woodyards will be located on the opposite side of the track and suitable buildings erected.

### MINNEAPOLIS.

The membership of the Schmitt-Howe Grain Co. in the Chamber of Commerce has been rescinded.

H. C. Dickey has been appointed a member of the Board of Appeals of the Chamber of Commerce.

The Russell-Miller Milling Co. of Valley City, N. D., has chosen the site and expects to put up a large mill soon.

The North Star Malting Co. has just equipped its new eltr. with machinery furnished by the Midland Machinery Co.

The Albert Dickinson Co. has recently added to the equipment of its eltr. four Radial Car Puller Sheaves furnished by Fred Friedline.

H. F. Douglas has been nominated pres. of the Chamber of Commerce to fill the vacancy created by the resignation of Peter B. Smith.

The Red Wing Malting Co. is having several additional steel storage tanks erected for it by the Minneapolis Steel & Machinery Co.

W. B. Mohler, for 20 years a member of the Chamber of Commerce, made a voluntary assignment May 13 to Griffith A. Morris, receiver. Liabilities, \$10,000.

The Minneapolis Chamber of Commerce needs another new building as large as the one erected in '02 to accommodate the members of the Exchange.—L. T. Jamme, secy.

I have been in business here 2 years. I have handled wheat this year thru my Elevator "M". I buy only cash grain at present but expect to branch out later.—Edw. Nutter, Pres. & Mgr. Canton Gr. Co.

The Electric Malting Co. has given a contract to the Minneapolis Steel & Machinery Co. for a new eltr. building to be erected at once. The eltr. will be run in conjunction with the Electric Steel Eltr. which will store for the Malting Co.

The general feeling on the Chamber is one of optimism. The crop outlook for the Northwest in spite of adverse reports is satisfactory and Minneapolis 'Change members are taking life easy as they nab a big or little profit here and there.

Country dealers generally are feeling good over the outlook for this year's crop. Most of our customers now can get plenty of cars. I know several dealers who contemplate building but are simply waiting for conditions to properly adjust themselves.—J. C. Wyman.

Instead of sending out a regular market letter Randall, Gee & Mitchell get out a letter on manila board about twice the size of a postal card, with a hole in the top of the card so the recipient may hang it up. Mr. Randall says since they originated the idea they have had a number of imitators.

The Gould Eltr. Co. has just completed a 100,000-bu. barley house. It is located on the Soo & N. P. roads. It is something unique in the way of brick fireproof construction. It is a very rapid eltr. driven by electricity and is to handle nothing but barley. It is equipped with Invincible Cleaning Machinery.

The annual convention of the Tri-State Grain Dealers Ass'n will be held in Sioux Falls, S. D., July 11-12th. It is a city of



about 15,000 inhabitants, has good hotel accommodations and is centrally located. The Ass'n has just sent out a scale expert to test and inspect scales of dealers throughout its territory.—J. J. Quinn, Secy.

The Sterling Eltr. Co. has been incorporated, with \$200,000 capital stock by Daniel L. Raymond, John H. Riheldaffer and Edward Dodge. Mr. Raymond is with the Acme Grain Co. and Mr. Riheldaffer for a number of years has been with Commons & Co. The new company has purchased Eltr. H of the Great Eastern Eltr. Co., having a capacity of 1,000,000 bus.

The Chamber of Commerce ranks high with the leading commercial organizations of the world. In 1884 it erected a \$180,000 bldg. The organization grew as the Northwest prospered and in 1903 a ten story building adjoining the original Chamber was built at a cost of \$600,000. Now Sec'y Jamme says the members have outgrown their present quarters and another building as large as last one built is needed.

You may call Minneapolis "Twin city," "Flour city," "Water city," or whatsoever city you wish, yet, unless you include in your appellations "Hustling city" you have not spoken best. Aside from being the primary wheat market in the world, nature has endowed the country surrounding this one time Indian villa with fertile soil, majestic water power and pine trees, tempering all with a delightful climate. This combination breeds prosperity.

We are practically a barley house. This is a great barley center. Minneapolis consumes 5,000,000 bus. of barley annually and receives 16,000,000 bus. On account of the late spring we figure the acreage of coarse grains will be considerably increased and that of wheat decreased. North Dakota barley is continually improving from a maltster's standpoint. This year the best North Dakota barley came off the Soo road. There has been a prejudice against Northwest barley, compared with Wisconsin and south Minnesota, but it is fast disappearing.—F. J. Seidl.

We expect to install a moisture testing apparatus by the time another corn crop is raised. A year ago May 15 we began office inspection of grain here and since that time it has been exceedingly satisfactory. By this method we have the men who are inspectors directly under our supervision all the time, when under the old methods they were scattered in different yards and it was almost impossible to see each of them more than once a week. We have a force of fifty-two working in the sampling department, most of them experts. We don't allow politics to have anything to do with our department. Most of the inspectors have been here for years.—J. N. Barnard, Chief Deputy Weigher & Inspector.

The Midland Linseed Co. has increased its manufacturing capacity 60 per cent during the last year and added 250,000-bu. to its storage. This spring it will add a 250-h.p. engine to its motive power. The linseed industry is growing in volume and under normal conditions will continue to grow. The company manufactures from flax seed, raw and boiled oil for painting, bleached oil for white lead, ink oil for printing ink, oil for rubber shoes and patent leather shoes, a product out of which printers' rolls are made, oil cloth and lineoleum oils and oil cake for feeding purposes. A great deal of the refined product of the Midland Linseed Co. is used for making varnishes

and in the course of a year much is used for medicinal purposes.

Commercially, Minneapolis is the natural market for the product of three states. Last year the city received 80,600,000 bu. of wheat, 3,939,000 bu. of corn, 23,293,000 bu. of oats, 10,642,000 bu. of barley, 624,000 bu. of rye, and 10,209,000 bu. of flax.

The nucleus of Minneapolis prosperity is its flour industry. It's flour that made Minneapolis famous, for in every quarter of the globe Minneapolis flour is known. In 1906 the total flour output was 13,825,795 bbls. of which 18% was exported. In order to care for the immense amount of wheat received annually, aggregating nearly 100,000,000 bu. the city teems with elevators. Many of these structures with a combined capacity of 40,000,000 bus. or room for about one-half the annual receipts, rise in every direction.

## MINNESOTA.

Nielsville, Minn.—The Farmers Eltr. Co. has gone out of business.

Revere, Minn.—Chas. Gamble has exchanged his farm for the Farmers Eltr.

Woodstock, Minn.—James O'Neill was recently elected mgr. of the Farmers Eltr. Co.

Butterfield, Minn.—The Plymouth Eltr. Co. has bot the eltr. of the Peavey Eltr. at Butterfield, Minn.

Cottonwood, Minn.—The Minnesota & Western Grain Co.'s 12,000-bu. addition to its eltr. has been completed.

Grand Meadow, Minn.—The Grand Meadow Farmers Eltr. Co. has bot the eltr. of Henry Rippe, for \$2,500.

Mankato, Minn.—The local branch office of a bucket-shop having headquarters at Superior, Wis., has been closed.

Bemidji, Minn.—McCabe Bros. of Duluth have bot the eltr. of the Bemidji Eltr. Co. Possession was given May 15.

Echo, Minn.—The Farmers Eltr. Co. is negotiating for the purchase of the eltr. here owned by the Security Eltr. Co.

Jasper, Minn.—Frank Price, former mgr. of the Farmers Eltr. of Ihlen, has become mgr. of the Farmers Eltr. here.

Kinbrae, Minn.—P. S. Skewis will rebuild his eltr. at this point increasing it from 15,000 bus. to 30,000 bus. capacity.

Steen, Minn.—The Steen Farmers Eltr. Co., incorporated; capital stock \$10,000; incorporators, C. B. Boysen, O. A. Paulson and W. J. Funk.

Hoffman, Minn.—Nels Enge of Minneapolis, is just completing a 20,000-bu. eltr. here. It is a cribbed eltr. and makes the fifth in this district for Mr. Enge.

St. Paul, Minn.—Judge Lochren has continued the injunction suits of the railroads against the enforcement of the commodity freight rate schedule until June 4.

Hampton, Minn.—The Farmers Eltr. Co. is building a 40,000 bus. eltr. The house will be up-to-date in every particular, and will be erected by T. F. Costello.

New Ulm, Minn.—The New Ulm Farmers Eltr. Co., incorporated, capital stock \$40,000; incorporators, William Gluth, P. P. Manderfeld, Andrew A. Backer and others.

Duluth, Minn.—Grain dealers of this city look forward to an increase in receipts of grain when the Soo road gets entrance to this city. The line is actually under construction.

Luverne, Minn.—The John P. Coffey Grain & Milling Co., incorporated; capital stock, \$80,000; incorporators, John P. Coffey, T. H. McDermott and Edward

Coffey, of Brooklyn, N. Y. John P. Coffey is the owner of the Luverne Roller Mills, and several eltrs. in Minnesota and South Dakota.

Hendricks, Minn.—The Hendricks Farmers Eltr. Co. has let contract to Taylor Bros. for a 35,000-bu. eltr. of modern design, concrete foundations under all, even for the sheds. It will cost \$6,000.

Crookston, Minn.—G. K. Temanson and his brother will build an eltr. at some point on the new road northwest of Minot. C. K. Temanson has been mgr. for S. C. Johnson & Co. for three years.

Booge, Minn.—The Booge Eltr. Co. incorporated, capital stock, \$25,000; incorporators, I. D. Eitrim, K. N. Knudtson, Peter Williamson and others. A building committee has been appointed and will arrange to build.

St. Paul, Minn.—The Minnesota Railroad & Warehouse Commission has recently received the following legal opinion from the atty.-general's office: Section 2006, Revised Laws 1905, is for the benefit only of the owner or owners of "any grain warehouse or mill of not less than 5,000 bus. capacity," or of a "mill, quarry, brick or lime kiln or manufactory." This is a complete enumeration of the beneficiaries of the law, and by a familiar rule of statutory construction excludes from its operation all industries not mentioned.

## MISSOURI.

St. Louis, Mo.—Robert F. Mitchell has purchased ground and will erect a hay and grain depot.

St. Louis, Mo.—Douglas Bradley, vice pres. of the Hardy Grain Co., has resigned to engage in other business.

Moselle, Mo.—Better business methods reinforced by plenty of horse sense are what the grain trade needs.—G. J. Wiley.

Clinton, Mo.—I contemplate the building of an eltr. soon. I am the only grain dealer at Rockville, Mo.—W. H. Hurley.

St. Louis, Mo.—Langenberg Bros. & Co. have established a feed department in charge of John Erskine, late of Terre Haute, Ind.

Concordia, Mo.—The Concordia Mill & Eltr. Co., incorporated; capital stock, \$40,000; incorporators, T. H. Kueck, H. C. Kueck, H. C. Kroencke and others.

Hardin, Mo.—Ferguson & Hogan have let the contract to J. H. Howard for the erection of an eltr. The Hardin Feed Mills will be moved to the new site and be a part of the eltr.

Kansas City, Mo.—The Santa Fe Ry. has bot the Rex Mill property of the Kehlor Flour Mills Co. for \$300,000, for the ground, and within a year will dismantle the plant.

Kansas City, Mo.—Memberships in the Kansas City Board of Trade, which sold recently at \$1,600, the lowest in years, are now selling at \$2,400, on account of the activity in the wheat market.

Kansas City, Mo.—Members of the Board of Trade recently subscribed \$100 to be used by Professor S. J. Hunter of the University of Kansas to spread the parasite that destroys the green bug.

St. Louis, Mo.—R. F. Walker, attorney of the Merchants Exchange, is of the opinion that the section of the new grain weighing law giving the state railroad and warehouse commissioners discretion as to which cities shall have state weighing invalidates the law. Another point against

its validity is the failure to fix a minimum charge for the inspection or weighing. The directors of the Merchants Exchange referred the opinion to a special committee.

Kansas City, Mo.—The National Board of Trade seems to have gone out of business, as its old quarters are "For Rent," and many of its members have joined the Board of Trade of Kansas City, Kan., to escape the stamp tax under the new law.

Kansas City, Mo.—The Farmers Terminal Grain Co., incorporated, capital stock \$50,000; incorporators, R. T. Andrews, of White City, Kan.; J. S. Kennedy, Minden, Neb.; J. Y. Callahan, Enid, Okla., and others. B. R. Beall of Kansas City, Kan., is secy. and mgr.

Kansas City, Mo.—Henry Lichtig has bot the membership of F. P. Smith in the Kansas City Board of Trade. C. E. Waldron, of the Hall-Baker Grain Co., has bot Amos Thorstenberg's membership. Others who have sold are F. P. Futvoye, P. T. Hamm and B. F. Reavis.

St. Louis, Mo.—The Cella Commission Co., one of the biggest bucket-shops in the southwest, is defendant in a suit by Circuit Atty. Sager to recover \$250,000 penalties. Defendant contends that it is now doing business along legitimate lines. Francis J. Miner, pres. of the company, on May 21 was elected a member of the Chicago Board of Trade with a view to executing future orders in a regular manner.

## MONTANA.

Bozeman, Mont.—A grain eltr. of reinforced concrete construction will be erected at Belgrade by the Gallatin County branch of the American Society of Equity, which has purchased and will take possession June 16 of the Farmers & Merchants Eltr. at Bozeman. The farmers have subscribed \$50,000.

## NEBRASKA.

Rosalie, Neb.—F. L. Cook contemplates erecting an eltr.

Fairbury, Neb.—W. M. Van Buren & Sons have enlarged their eltr.

Omaha, Neb.—A party of 37 grain men recently made a trip of crop inspection in Southern Nebraska and Kansas.

Platte Center, Neb.—The Trans-Mississippi Grain Co. will install improved Hall Signaling Grain Distributors in its eltr.

Rising City, Neb.—The Trans-Mississippi Grain Co. will install improved Hall Signaling Grain Distributors in its eltr.

Lincoln, Neb.—Attorney General Thompson has advised the state railroad commission that it has power to raise or lower rates without regard to the maximum freight rate law.

Farwell, Neb.—The Farmers Co-operative Grain & Supply Co., recently organized, has let the contract to W. H. Cramer to erect a 25,000-bu. eltr., to be covered with galvanized iron.

Omaha, Neb.—I have been the Omaha representative of the Nye & Jenks Grain Co. They closed their office on Jan. 1, 1907. I shall not engage in the grain business again.—J. E. Thatcher.

Mynard, Neb.—Wm. F. Gillespie has brot suit against the Missouri Pacific to recover \$139 damages for delay in transportation of corn to St. Louis and Kansas City. One shipment of 1,100 bus. delivered to the road Sept. 3, 1903, did not

reach destination until a month later. Several weeks elapsed before a shipment of 4,000 bus. to Kansas City reached that city. Other grain dealers contemplate bringing similar suits.

Harrisburg, Neb.—Mr. Furgeson has material on the ground for a large eltr. with up-to-date equipment. Mr. Snyder who conducts the flour mill has secured a site and will erect an eltr. at once.

Alda, Neb.—The Farmers Eltr. Co. has filed complaint with the state railroad commission against the Union Pacific R. R. Co., alleging it has been refused a site on which to build an eltr. The company has recently been incorporated with \$6,000 capital stock, by Wm. Searson, Albert J. Fillsinger and others.

Omaha, Neb.—The Udpikie Grain Co. has protested to the state board of assessment against the method adopted by County Assessor Miller of Lancaster county for the assessment of its grain eltrs. Mr. Miller not only assesses on the average capital stock invested for the preceding year, but also includes the value of the grain on hand April 1. The Udpikie Co. desires the board to instruct Mr. Miller to assess only the average capital invested. The latter is the plan adopted by the board last year and this year and held to be valid by the supreme court.

## NEW ENGLAND.

Leverett, Mass.—Albert Field recently suffered loss by fire. Insured.

Boston, Mass.—The anti-bucket-shop bill was passed May 10 without a dissenting vote, in the Massachusetts senate.

Boston, Mass.—The organization of the Grain Dealers Mutual Fire Insurance Co. is progressing as well as could be expected. We hope to start business during the month of June.—Dean K. Webster, Lawrence, Mass., pres.

Boston, Mass.—The Boston & Albany has given notice that cars of grain, flour, hay and lumber will be held at Rensselaer, N. Y., for diversion at a charge of \$2 per car. Cars will be held four days at 25c per day and \$1 for each following day. Samples will be taken of the contents of car on application to the agent at Rensselaer, at 15c per sample, the applicant furnishing the sample bag and paying postage or express charges.

## NEW JERSEY.

Trenton, N. J.—Governor Stokes has signed the railroad commission bill.

## NEW YORK.

Oswego, N. Y.—W. T. Barker died recently at the age of 97. He was once a prominent grain dealer.

Buffalo, N. Y.—The Riverside Malting Co. will erect a concrete grain eltr. and a housing shed to cost \$39,000.

Buffalo, N. Y.—Charles E. Collard has taken offices in the Chamber of Commerce building and will resume business in grain.

Buffalo, N. Y.—P. Ryley has resigned his position as mgr. of the Lackawanna Mill & Eltr. Co. He has been treas. of the company for five years.

Buffalo, N. Y.—The following committees have recently been appointed by the Corn Exchange: Arbitration—George F. Urban, Jr., D. M. Irwin and F. F. Henry. Grain—R. E. Pratt, T. J. Stofer, H. T. Burns, G. F. Booth and A. C. Palmer. Inspection and Weighing—S. M.

Ratliffe, S. W. Yantis, L. S. Churchill, F. E. Ogden and A. B. Black.

Buffalo, N. Y.—The grain trade has agreed to a charge of \$1 per day where a single car of oats occupies a bin, making the storage charge the same on any quantity less than 4,000 bus. The inspector was authorized to place no grade wheat together as classified by him under the designation of No. 1 and No. 2 no grade, with a view to economizing space.

## BUFFALO LETTER.

Efforts to use durum wheat for flour making still go on and will need to so long as it is quoted, as it is here now, fully 20 cents lower than No. 1 hard Duluth.

It has been very hard to find the local cash wheat market of late and as our dealers are not option buyers they have been obliged to sit still much of the time and wait for the fever to get out of the trade.

The Corn Exchange is apparently doing well, for its membership certificates are going up. The original value of a membership was \$100, but one was sold to Frank C. Ogden of Utica the other day for \$300 and it is said that there are no more for sale.

The managers of the repair work on the Chamber of Commerce building are very well pleased with the way the new part has filled up and are going forward now to refit the old part uniform with the new, so that it will all have the appearance of a new block.

The strike is especially vexatious just now, as the liners have suffered no little of late from car shortage, some of them finding their warehouses full on arrival and being obliged to wait some days for cars. There is every indication of much trouble in this direction next fall.

The harbor eltrs. are running pretty evenly this season, the only one that has gone slow of late being the New York Central, which was unable to keep up with business for the week past on account of a breakdown at one of its Niagara houses, which took a week to repair.

The harbor package-freight handlers are out on strike at the beginning of the week and all the line steamers are tied up. This affects the grain trade also, as it is impossible to get the grain out of their holds till the flour and other rolling freight is off the between deck. It is not expected that the trouble will last long.

"No winter wheat offering," is the report on 'Change quite too often for the welfare of the trade. This market does not use a great amount of red wheat more than is raised in the western part of the State, but there are a good many cereal mills here and they consume a large amount of white wheat, which they are not always able to get nowadays.

The lake grain trade is now a leading factor in all grain, especially wheat. Receipts for the week exceeded 4,500,000 bushels and though the amount is not large for the time of the year it is fair and would have been much larger but for the sudden shutting up of the harbor of Fort William on Lake Superior by ice after some cargoes had reached here.

The Kellogg Eltrs. are still doing a rushing business, as they not only get a good amount of their own grain and flaxseed to handle, but they do a large amount of the work for the canal, for which they elevate free, so far as the



grain is concerned, merely charging for the shoveling. This is in itself a big bid for canal shipments, as it is a half cent a bushel advantage to the grain.

The Erie Canal is having a harvest just now, spite of the small size of the fleet, carrying out three-quarters of a million bushels last week, about two-thirds of it being wheat, with no corn, as corn is hardly in condition for canal shipment yet. Canal freights are strong at 5 cents on wheat to New York, which is a very high rate. The canal is of course scoring its chief advantage through car shortage and will have its own way so long as that lasts. Shippers note that cars are not so plenty as they were a month ago.—J. C.

## NORTH DAKOTA.

Douglas, N. D.—W. F. Loomis will erect an eltr.

Underwood, N. D.—C. G. Ireys will erect an eltr.

McVie, N. D.—Lamb & Kelly of Lakota will erect an eltr. here.

Findley, N. D.—The Cargill Eltr. Co. will erect an annex to its eltr.

Medina, N. D.—E. P. Olson and Peter Karpen will erect a 40,000-bu. eltr.

Beaver, N. D.—The Thorpe Eltr. of Minneapolis, Minn., will erect an eltr.

Jamestown, N. D.—The Minnesota & Western Grain Co. will erect an eltr.

Buchanan, N. D.—The Lyon Eltr. Co. of Mandan, N. D., will erect a large eltr.

Williston, N. D.—The Victoria Eltr. Co. of Minneapolis, Minn., will erect an eltr.

Linton, N. D.—The Sheffield-King Milling Co. of Minneapolis, Minn., will erect an eltr.

Anamoose, N. D.—The Cargill Eltr. Co. of Minneapolis, Minn., will erect a concrete tank eltr.

Max, N. D.—John Schnurer of Parkston has let the contract to J. B. Hatch to erect an eltr.—A.

Alice, N. D.—A farmers eltr. will be erected.—I. J. Hough, mgr. The Farmers Eltr., Buffalo, N. D.

Fullerton, N. D.—W. E. Dickinson of Oaks has bot one-half interest in the eltr. of Marshall McCartney.

Tower City, N. D.—A farmers eltr. will be erected this summer.—I. J. Hough, mgr. Farmers Eltr., Buffalo, N. D.

Hampden, N. D.—The salvage of McCabe Bros.' burned eltr. was sold recently for \$1,800 to Griggs Bros of Minneapolis.

Spring Brook, N. D.—A 40,000 bu. eltr. for the St. Anthony & Dakota Eltr. Co. has been completed by the Barnett & Record Co.

Harvey, N. D.—The Osborne-McMillan Eltr. Co. will erect a 30,000-bu. addition to its eltr. The old building will be repaired.

Souris, N. D.—I am going to be transferred from here to Crosby, N. D., to take charge of Winter & Ames' eltr.—H. A. Teslow.

Manitou, N. D.—The Barnett & Record Co. has just finished an eltr. here of 40,000 bu. capacity for the St. Anthony & Dakota Eltr. Co.

Fargo, N. D.—Frank Maurer has notified Governor Burke that he is not eligible for the position of grain commis-

sioner to which he was recently appointed, the law requiring that the three members shall not be connected with the grain trade, and he is interested in the Farmers Grain Co. at Starkweather.

Tioga, N. D.—The Farmers Eltr. Co., incorporated; capital stock \$8,000; incorporators, M. I. Whitmer, G. E. Larson, Emil Glans and others.

Adrain, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, C. O. Dansuer, J. N. Jordan, C. J. Rygh and others.

Minot, N. D.—The Russell-Miller Milling Co., of Valley City, is erecting an 80,000-bu. cribbed eltr., ironclad, and a mill of 800-bbls. capacity.

Clyde, N. D.—The eltr. of the Duluth Eltr. Co., which recently burned at this point, will be rebuilt at once. C. H. Benson has the contract.

Kensal, N. D.—The Woodworth Eltr. Co. will erect a 18,000-bu. addition to its eltr. John Nihill and Judd Williams will erect an eltr. this summer.

Bisbee, N. D.—The Farmers Eltr. Co., incorporated; capital stock \$50,000; incorporators, C. P. Peterson, John Kelley, Andrew Gerrard and Henry A. Hoover.

Munich, N. D.—G. C. Smith has just bot for the Occident Eltr. Co. the eltr. of Westfall & Durbin at this point. The Occident Co. will continue to operate same.

Kenmare, N. D.—Dr. John Fawcett of Grand Forks has exchanged his steamer Gordon, four barges and three warehouses on Lake Des Lacs for a farm in Canada.

Lakota, N. D.—The St. Anthony & Dakota Eltr. is to be moved back 74 ft. in accordance with an order issued by the Great Northern Ry. The company will make extensive improvements this summer.

Bowden, N. D.—The Occident Eltr. Co. will erect a 40,000-bu. eltr. at this point at once. It will be a modern country eltr. cribbed and equipped with a cleaner; Otto to h. p. Gasoline Engine and other necessary machinery.

Lemert Sta., Carrington P. O., N. D.—While climbing up a bin Mgr. J. P. Haven dropped a lantern which burst and set fire to the bottom of the bin, May 10. The building and 11,000 bu. of grain was burned. The house will be rebuilt by the Minn. Eltr. Co.

The farmers' elevators in North Dakota are run in better shape than I have ever seen them any place else, and I traveled for six years. I wud attribute their success to the fact that they hire the best men that can be procured to run their business.—L. C. Remund, Minneapolis.

Tioga, N. D.—The St. Anthony & Dakota Eltr. Co. has had a 40,000-bu. eltr. built here with 16 bins, two stands of eltrs. with 12x6 buckets, rope drive transmission, Fairbanks-Morse 15-h. p. Gasoline Engine, dump scales, automatic shipping scales and a Gerber Distributor.

Cooperstown, N. D.—Rollin C. Cooper is having a 60,000-bu. capacity eltr. erected here by the Barnett & Record Co. The eltr. is equipped with 20 h. p. Fairbanks-Morse Gasoline Engine, 300-bu. Fairbanks Hopper Scale, Moulton & Evans Dump, and other necessary machinery. The building is concrete and very modern.

McCanna, N. D.—The eltr. of the St. Anthony & Dakota Eltr. Co. burned May 16 with 15,000 bu. of wheat. The fire

was started by the explosion of a lantern which had been suspended in a bin, and was knocked down by an employee. No one was hurt. The gross loss was \$18,000. The company will rebuild at once, altho it has not yet determined upon the style of the plant. It will be of about the same capacity as the one burned, which held 40,000 bu. The fire spread to and destroyed the empty eltr. of the Imperial Eltr. Co.

## OHIO.

Remember the annual meeting of the Ohio Grain Dealers Ass'n at Sandusky, O., June 26-27.

Woodstock, O.—Wes Hardman will repair and raise his eltr.—E. M. Fullington & Co., Milford Center, O.

Carrollton, O.—Thomas R. Taylor, a well-known dealer in grain and wool, received fatal injuries in a runaway on May 15.

Wapakoneta, O.—Sheets Bros. are erecting a grain eltr., making the fifth in this territory. Eugene McCullough will be mgr.

Unionville Center, O.—Chas. M. Anderson will enlarge and repair his eltr. and put in new machinery at once.—E. M. Fullington & Co., Milford Center, O.

Avery, O.—R. Turner & Son have won their suit against the Fidelity & Deposit Co. to recover \$1,297 embezzled by their agent, Frank J. Schommoeller, who was under bond.

East Liberty, O.—The East Liberty Eltr. Co. is no longer in existence. S. H. Vanica is the only member of the concern residing here. The eltr. is operated by W. P. O'Brien.

Columbus, O.—The Ohio roads at a meeting May 18 decided to adopt the rules promulgated by the state railroad commission, for intrastate traffic only, continuing the rules of the car service ass'n on interstate shipments.

Morral, O.—John B. Martin brot suit May 14 for the appointment of a receiver for the J. P. Barnhouse Grain & Seed Co. He is surety on a note for \$7,000 on which there is due \$4,354. Other claims are Morral Bank Co., \$2,357, and Marion National Bank, \$2,185. Mr. Barnhouse has no connection with the company bearing his name.

Sidney, O.—We have sold out ½ interest in our eltr. at Sidney to J. W. Allinger and Geo. Allinger, and will form a stock company with \$20,000 capital stock, to be known as the Miami Valley Grain Co., with J. E. Wells, Ed Custerborder, W. H. Persinger, J. W. and Geo. Allinger as stockholders. Geo. Allinger will be mgr.—J. E. Wells & Co., of Quincy.

Canal Fulton, O.—Mueller & Young Grain Co., of Chicago, has sold the Pioneer Cereal Milling Co.'s plant and the business will be conducted under a new management with Arthur S. Mottinger as pres. and Ed. F. Weber of Cleveland treas. and mgr. As soon as the new company can make a number of important changes in machinery the mill will continue operation. Barley will be one of the chief grains that the mill will handle.

Piqua, O.—The car situation has relieved itself considerably the past three weeks and the shippers are not doing very much owing to the farmers being very busy. I am of the opinion now, May 14, that oats and corn have practically reached the top, and as to making a prediction on wheat would say that I

would just as soon consult the stars. I believe that most of the shippers made good money on the stuff they handled this year, up to date, as the market has been a good one.—Harry W. Kress.

Toledo, O.—Our contract grade is standard white oats. July oat contracts and all months beyond are upon that basis. It was adopted last December. It is the same as Chicago. All July oat contracts have been made upon that basis, both here and at Chicago. Requirements are the same as three white here formerly were before uniform grades were proposed. Inspection rules now say: Standard, white oats shall be 95 per cent white, dry, sweet, shall contain not more than 5 per cent of dirt and foreign matter, and weigh not less than 28 pounds to the measured bushel. Last season three white oats were the contract grade. The requirements were the same as the standard at present. They were: No. 3 white shall be 95 per cent white oats, reasonably dry, sweet, sound, clean; allowing a slight mixture of foreign grain; weighing not less than 28 pounds to the measured bushel. May be slightly changed. Merely a change in the name.—C. A. King & Co.

### OKLAHOMA

Lucien, Okla.—Black & Swin have been succeeded by G. G. Black.

Guthrie, Okla.—The Capital Grain Co. has discontinued business here.

Geary, Okla.—The Southern Eltr. Co. has sold its eltr. to El Reno Mill & Eltr. Co.

Guymon, Okla.—The W. F. Bort Lumber Co. is having an eltr. built by W. W. Culver.

Clinton, Okla.—The Roosevelt Grain & Eltr. Co. has succeeded the Linzee-Goodwin Grain Co.

Snyder, Okla.—Mell & Cole have sold their 12,000-bu. eltr. on the Frisco to G. W. Cole & Willis.

Jefferson, Okla.—The Home Grain Co. has erected a 20,000-bu. eltr. to replace the one which fell in Feby.

Guthrie, Okla.—Wm. Borrick of Owassa, I. T., has started in the grain business under the style Guthrie Grain Co.

Bessie, Okla.—The Hobart Mill & Eltr. Co. has sold its 7,000-bu. eltr. on the Frisco to Lorenz & Geise of Cordell.

Elgin, Okla.—Mell & Cole have sold their 12,000-bu. eltr. on the Frisco to the Elgin Grain Co. Mr. Bronsical is mgr.

Hastings, Okla.—W. H. Clift, of Clift Bros., is candidate for the Democratic nomination for corporation commissioner.

Ralston, Okla.—A. D. Krow has material on the ground and will increase the storage room of his plant to 25,000 bus.

Granite, Okla.—J. A. Horn has just completed an eltr. for the Granite Crushed Rock Co. for handling crushed rock.

Binger, Okla.—A. M. Bales, mgr. of the Binger Grain & Eltr. Co., had the misfortune to lose his right forearm in his cotton gin recently.

Enid, Okla.—Wirt & Lyons have purchased J. H. Shaw's eltrs. at Carrier, Goltry, Hallena, Horner and Marshall, also the Choctaw Mill & Eltr. Co.'s eltrs. at Amarita, Driftwood, Ingersol and Lambert, all Okla. stations. This gives Wirt & Lyons a line of 16 eltrs.

Guthrie, Okla.—The Capital Grain Co., in which E. A. and Jacob Stinson are interested, is defendant in a suit by a

grain receiver at Chicago to recover \$1,045 alleged overdrafts on shipments of grain. Plaintiffs also allege the Capital Grain Co. failed to deliver a shipment of wheat at Chicago in contract time, by which \$280 loss was caused.

### OREGON:

Baker City, Ore.—W. A. Pope has succeeded C. E. Randleman & Co.

Stanton, Ore.—The warehouse of the Puget Sound Warehouse Co., with 10,000 new Calcutta bags and 600 sacks of wheat, was burned May 16. Loss, \$6,000; insured.

### PENNSYLVANIA.

Halifax, Pa.—H. M. Smith & Co. are fixing up a grain eltr.

Harrisburg, Pa.—The anti-bucket-shop bill passed the senate May 14 by a vote of 36 to 1.

Harrisburg, Pa.—The legislature has passed the bill creating the Pennsylvania State Railroad Commission. The Commission has power, after complaint and hearing, to recommend reasonable rates and charges. The act will become effective in January, 1908.

### PHILADELPHIA LETTER.

There is an impression here among some of the knowing ones in the grain trade that if uniform grading by every exchange waits for the other fellow to come in it will be lost in the wave of innoxious desuetude.

Vice-President Edmund E. Delp of the Commercial Exchange has begun the cultivation of alfalfa on his Fox Chase "farm" and is being coached in the art of growing by Director E. H. Price. Look out for a "bumper" crop.

The 53rd annual report of the Commercial Exchange, enclosed in an attractive red cover and comprising 206 pages of interesting matter to the trade, is now being issued to the membership, which at present number 414. The reserve fund of the Exchange is \$104,435.90.

The grain interests here, and particularly those of the export trade, now look forward to increased traffic between Philadelphia and the German, Belgian and Russian ports, as well as to other parts of Continental Europe, made possible by the opening of a new direct steamship service by the American-Holland line, which takes effect on June 1, giving this city a direct outlet to Rotterdam, with no calls or stops at any other points. This line of steamers formerly stopped at Newport News, but the latter port will be abandoned in favor of Philadelphia. The steamers are to be of 8,000 tons capacity and of modern construction and equipment.

President James L. King and George M. Warner, chairman of the transportation committee of the Commercial Exchange, have returned from Washington, D. C., where a conference was had with the Interstate Commerce Commission over the announcement by the eastern trunk lines that on and after June 1 an additional charge of \$2 on every car of grain diverted at points throughout the east would be levied. The heads of the railroad companies have been taken into the confidence of the grain committee and negotiations are now pending to either have this charge abrogated entirely or reduced to \$1 per car. This extra charge, it is claimed, would be ruinous to the grain trade, and parties that would have a business of 3,000 car diversions would be compelled to pay no less than \$6,000 in

extra charges. There has been considerable excitement over the whole matter. The railroads which intended to exact this extra assessment of \$2 per car for diverting privileges are the Pennsylvania, Lehigh Valley, Phila. & Reading, Erie, Delaware, Lackawanna & Western, West Shore, New York Central, and Baltimore & Ohio. It is now believed that a mutual understanding between the Commercial Exchange interests and the trunk lines in the nature of a satisfactory compromise can be agreed upon. It has been authoritatively stated that no less a distinguished personage than President Roosevelt, through the medium of the Interstate Commerce Commission, made the suggestion to the railroad officials of taxing diverted cars \$2 apiece in order to prevent delays in transit, which have been to a great extent the cause of the general car shortage which has for months crippled almost every line of business in this country.—S. R. E.

### SOUTH DAKOTA.

Presho, S. D.—A. L. Fahrenwald has bot an eltr. here.

Aurora, S. D.—The Farmers Eltr. Co. will erect an eltr.

Richmond, S. D.—The Pacific Eltr. Co. is erecting an eltr.

Ellis, S. D.—A. H. Betts of Mitchell has bot the eltr. of the Peavey Eltr. Co.

Hartford, S. D.—A. H. Betts of Mitchell has bot the eltr. of the Peavey Eltr. Co.

Wetanka, S. D.—The McIntyre-Ingold Co. of Minneapolis, Minn., will erect an eltr.

Milbank, S. D.—The local office of a bucket-shop having headquarters at Superior, Wis., has been closed.

Dell Rapids, S. D.—The D. Rothschild Grain Co. of Davenport, Ia., has bot the Dell Rapids Grain Co.'s eltr.

Ethan, S. D.—The South Dakota Grain Co. will have an improved Hall Grain Signaling Distributor in its eltr.

Corona, S. D.—The Empire Eltr. Co. is repairing its buildings with new siding and shingles.—The Farmers Eltr. Co.

Jefferson, S. D.—Geo. Terwilliger of Sioux City, Ia., has let the contract to the Younglove Construction Co. for a 15,000-bu. eltr.

Montrose, S. D.—A. H. Betts of Mitchell has bot the Peavey Eltr. and will continue to run the business under the same management.

Springfield, S. D.—We contemplate beginning construction soon on an eltr. of 15,000 to 20,000 bus. capacity.—R. A. Maarsingh, Mgr.

Claremont, S. D.—The Farmers Eltr. Co., incorporated; capital stock, \$25,000; incorporators, L. S. Johnson, Alfred Abrahamson and W. R. Cutler.

Henry, S. D.—Henry Wagner, for 5 years agent for the Atlas Eltr. Co., is charged by the Fidelity & Deposit Co. with having embezzled \$1,100.

Ramona, S. D.—J. G. Ostroot & Bro., of Lake Preston, have let the contract to the Younglove Construction Co. to erect a 30,000-bu. eltr. The building is to be up-to-date.

Brookings, S. D.—Andrew Nord, who has represented the Atlas Eltr. Co. as local mgr. for several years, has been promoted to the position of traveling auditor, to take the place of W. F. Waldron.

Diamond City, S. D. (no P. O.)—There is located at this young station probably the only railroadless eltr. in the northwest.



It is a 25,000-bu. eltr. and was built by Lundquist Bros. These men saw there was a large amount of territory in north South Dakota that was not being reached, so they built an eltr. on Lake Traverse and have a steamboat of their own for carrying grain down the lake to their terminal near Brown Valley, Minn., at the foot of the lake. The Great Northern has just built a railroad to the terminal, so these men have preceded the railroad and are getting enormous quantities of grain from farmers who heretofore had to haul it thirty miles.

## SOUTH DAKOTA LETTER.

Ward, S. D.—A. J. Cornelyson of Madison will erect an eltr.

Forestburg, S. D.—The South Dakota Grain Co. will erect an eltr.

Letcher, S. D.—It is reported that a farmers eltr. co. has been formed to erect an eltr.

Mitchell, S. D.—C. W. Derr of Mitchell will erect three eltrs. on the extension of the Dakota Central.

Britton, S. D.—A. A. Truax has leased the eltr. of J. F. Kelley. A. A. Truax has a large number of eltrs. in this state.

Reliance, S. D.—C. W. Derr of Mitchell has let the contract to L. Buege for three 20,000-bu. eltrs., one at this place, Kennebec and Preshto.—A.

## SOUTHEAST.

Atlanta, Ga.—The supreme court of Georgia, in a decision given May 16, upheld the Boykin anti-bucket-shop law, in the case of C. N. Anderson, found guilty of operating a bucket shop. Anderson was fined \$1,000.

Mobile, Ala.—Owing to the great number of cars of wet and damaged corn arriving the Mobile & Ohio Grain Eltr. was found inadequate, and the new fruit shed of the M. & O. R. R. has been pressed into service. Over 100 cars of corn stood on track waiting for room.

Jacksonville, Fla.—The United Grain & Eltr. Co. will be incorporated June 18, to deal in grain and feed and build and operate eltrs. The capital stock will be \$250,000; and the officers will be B. G. Laster, pres.; C. H. Barnes, vice pres.; W. Frazier Jones, secy-treas.; J. A. Ewing, E. C. Long and B. J. Skinner, directors. An eltr. will be erected on the river front.

## TENNESSEE.

Nashville, Tenn.—The biggest rush of wet corn to be dried has just been finished by the eltrs. About 3,000 cars of corn were dried this spring.

Memphis, Tenn.—C. P. Hunt, a leading bucket-shop operator of the south, known as the Memphis Commission Co., has announced his intention to retire.

Nashville, Tenn.—The anti-bucket-shop bill which was passed by the house, passed the Tennessee senate May 22 and it is expected it will be signed by the governor.

Nashville, Tenn.—The suit by the Tri-State Milling Co. against J. B. Boyd, to recover two cars of wheat, has been dismissed thru a compromise, by which the milling company obtained the wheat.

## TEXAS.

Plano, Tex.—J. J. Russell has quit the grain business.

Sanger, Tex.—The Sanger Grain Eltr. will install a meal mill.

Graham, Tex.—B. J. Carrico is bldg. a 150 brl. flour mill, 40,000 bu. studded eltr.

and a 24x48 brick warehouse for the Graham Milling Co.

Saratoga, Tex.—McGinty Bros. have succeeded McGinty & Teel.

Leonard, Tex.—C. C. Miles & Co. have succeeded Chapman & Miles.

Celeste, Tex.—The Surratt Grain Co. has discontinued business here.

Celeste, Tex.—The Celeste Mill & Eltr. Co. will build two 25,000-bu. eltrs.

Cleburne, Tex.—L. W. Roper's warehouse burned May 2. Insurance, \$1,500.

Frisco, Tex.—The Frisco Gr'n & Eltr. Co. has changed to the Frisco Milling Co.

Graham, Tex.—The Graham Milling Co.'s new eltr. that is being erected is progressing nicely.

Hearne, Tex.—A fire May 10 in the Houston & Texas Central Ry. yards, destroyed three cars of grain.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co. is adding a 40x100 warehouse and installing a meal mill.

Weatherford, Tex.—Albert Gammel, employed in Dorsey's eltr., recently had an arm mangled by machinery.

Hubbard, Tex.—J. E. Surratt, formerly in the grain business at Celeste, has succeeded the Central Texas Grain Co. here.

Gainesville, Tex.—H. H. Haines has withdrawn from the Keel Grain Co. and accepted the secretaryship of the Galveston Freight Bureau.

Plano, Tex.—I have purchased the property of the J. T. Stark Grain Co. and will give the business my personal attention.—J. T. Stark.

Sherman, Tex.—The Brackett-Fielder Mill & Grn. Co. has succeeded the Brackett-Wallace Mill & Grn. Co. Capital stock \$80,000. The management and interests are practically the same as before.

Bay City, Tex.—The Bryan-Perry Grain Co. has bot the large warehouse of the Rice Milling & Storage Co. The new company will deal in general storage and rice farmers' supplies. Joel W. Bryan will be mgr.

Galveston, Tex.—H. H. Haines, who has been elected secy. of the Chamber of Commerce to succeed C. R. Kitchell, will take up his duties June 1. Mr. Haines for several years was engaged in the grain business at Gainesville.

Baumont, Tex.—The Garrett Grain & Milling Co. has been organized and has secured the property and business of the Houk Grain Co. and the old mill of the Josey-Miller Grain Co. The mill is fitted up with the latest machinery.

Fort Worth, Tex.—Grain dealers and cotton brokers have taken an option on offices in the Wheat bldg. to be used as an information headquarters where the continuous market quotations will be posted. Negotiations are under way for a wire service.

Austin, Tex.—The Texas Railroad Commission made a special rate May 10 on less than carload shipments of grain products originating at milling points on the Chicago, Rock Island & Gulf Ry. and loaded in car with products of grain from interstate points.

Fort Worth, Tex.—At the annual meeting of the Texas Millers Ass'n May 23-24 the attendance was much larger than expected and the program was enlarged. Frank Kell addressed the millers on the subject, "The Relation of the Grain Dealer to the Miller," and discussed the car shortage, suggesting that a resolution be presented to the Interstate Commerce Commission asking for relief from the

## Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM  
Descriptive circular sent on application

**Multiplex Electric Thermometer Co.**  
Minneapolis, Minn.



## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**

124 Perley St., South Bend, Ind.

## Liability, Accident & Credit INSURANCE

**London Guarantee and Accident Co.**  
Limited

Head Office, Chicago, Ill.

New and improved methods are constantly taking the place of the old. The

## F. R. Morris Method

of removing the excess moisture from grain with his improved Drier is demonstrating its superior quality for this work.

CORN dried with the MORRIS DRIER sells at a PREMIUM over all other methods in use. Don't let another year pass without installing a Morris Drier. In times of peace prepare for war and save money.

## F. R. MORRIS,

51 Chamber of Commerce, Milwaukee, Wis.

## GRAIN MEN

Apply your own car seals to cars as soon as loaded, keep a record of its number, you are then protected in case of stealing or shortage and against disputes in settlement of claims. Get TYDEN Car Seals. Price \$3.50 per 1000; about 4-cent per car. :: Write for Sample.



## INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB  
General Sales Agent

617 Railway Exchange Bldg., Chicago

car shortage and for reciprocal demurrage. Mr. Kell stated that the interests of the grain men and millers are identical and they shud work in harmony.

Vernon, Tex.—Cox-Campbell Grain Co.'s eltr. was burned May 9, at 9:30 p. m., together with 14,000 bus. of wheat. The fire was discovered in the cupola, and is supposed to have been caused by hot box. Loss on bldg. \$8,370; insurance \$6,500. Grain was insured for only half value.

McGregor, Tex.—The McGregor Milling & Grain Co. has incorporated with \$30,000 paid up capital and taken over the business of the Central Texas Grain Co. and the McGregor Roller Mills. E. W. Crouch is mgr. A 40x136 warehouse with eltr. in one end is now being erected. An invincible clipper will be installed.

Beaumont, Tex.—A rice eltr. having a capacity of 140,000 pockets and consisting of 30 steel tanks will be erected for the McFaddin-Wiess-Kyle Rice Milling Co. by R. C. Stone. The tanks will be set on a concrete foundation. This is the first eltr. of the kind for rice in this section of the country, and is the expression of the hope to do away with the sacking of rice.

Sherman, Tex.—A. M. Ferguson, secy. of the Texas Corn Growers Ass'n, has issued a call to the corn growers of the state to send their names that he may keep them informed on the progress that is being made. Mr. Ferguson calls attention to the premiums offered for corn by the state fair at Dallas and the National Corn Show to be held at Chicago in October.

Ft. Worth, Tex.—The anti-bucket shop law goes into effect July 12 and henceforth the state will be free of these fakers. The local grain men have been depending upon the bucket shop blackboards for the markets. After the new law goes into force the grain men will open an exchange and have continuous markets. They have already rented quarters and will maintain a sample as well as an option market.

Beaumont, Tex.—The McFaddin-Wiess-Kyle Rice Milling Co. has purchased one of the new Ideal Driers and Coolers to be erected with the company's new steel eltr. for rough rice. This is the first introduction of the Hess Drier for use on rough rice, and it is expected that it will come into general use for this product and also for the drying of cotton seed, a commodity on which large losses occur every year because of moisture.

The state of Texas had 121,409 miles of public roads in 1904, as stated in Circular No. 85, issued by the U. S. Dept. of Agri. Of this mileage 1,909 miles were surfaced with gravel, 167 miles with stone, and 52 miles with shells, making in all 2,128 miles of improved road. It will be seen from these figures that 1.7 per cent of the roads has been improved. A comparison of mileage with population shows that there was 1 mile of road to every 125 inhabitants and 1 mile of improved road to every 1,432 inhabitants. The funds collected and expended for road purposes during the year amounted to \$34.08 per mile of public road or \$1.35 per inhabitant.

## WASHINGTON.

Trenton, Wash.—The Trenton-Clarkston Mill & Eltr. Co., incorporated, capital stock \$25,000 to \$50,000.

Tacoma, Wash.—The Tacoma Grain Co. will add 4,000 tons to the capacity of

its warehouse and increase the output of its mill from 1,800 to 4,000 barrels per day.

Ritzville, Wash.—The Farmers Warehouse Co. is tearing down its grain house and will remove it to its other site.

Harrington, Wash.—The Everett Grain & Warehouse Co. is tearing down its warehouse and will erect a new one 60x153 ft.

Colton, Wash.—The Kerr-Gifford Co., of Portland, will erect a grain warehouse. The material will be shipped as soon as possible.

Connell, Wash.—The Connell branch of the American Society of Equity is talking of organizing a stock company and erecting an eltr.

Edwall, Wash.—Sealed bids were received by the board of trustees of the Edwall Grain Eltr. Co., up to May 25, for the erection of grain eltr.

Wenatchee, Wash.—J. E. Keane, grain buyer, is said to have been defrauded of \$100 by W. E. Reeder, who represented himself as the owner of 2,000 bus. of wheat, on which he obtained an advance. On investigation Mr. Keane discovered that Reeder owned no wheat.

Olympia, Wash.—The state railroad commission has decided to abandon the joint wheat rate order made last year and which has been resisted by the railroads. The commission contemplates issuing a new order amended to meet the objections which have been urged in the state and federal courts.

## WISCONSIN.

Madison, Wis.—A hearing on Senator Froeming's reciprocal demurrage bill was held May 7.

Superior, Wis.—Grain elevator employees are organizing a branch of the longshoremen's union.

Madison, Wis.—The Minneapolis Cereal Co., incorporated; capital stock \$43,500; capital stock represented in Wis. \$25,000.

Loyal, Wis.—The Loyal Roller Mills & Eltr. Co., incorporated; capital stock \$8,000; incorporators, Chris Keppenhams, C. H. Brown and W. J. Rush.

Manitowoc, Wis.—The Manitowoc Maltng Co. and the Northern Grain Co. have withdrawn their complaints against the Wisconsin Central and Northwestern roads for alleged discrimination in grain rates in favor of Milwaukee.

Milwaukee, Wis.—A clear statement of the decision of the Arbitration Courts of the Chamber of Commerce on responsibility for condition of feedstuffs upon arrival at destination when sold F. O. B. Milwaukee is given in Letters this number.

Platteville, Wis.—We have purchased the feed business and feed mill of W. F. Schroeder and formed a partnership with the New Richmond Roller Mills Co., of New Richmond, to enter the wholesale business. We have made several improvements and now employ 10 men and a bookkeeper.—Taylor Feed Co.

Superior, Wis.—The federal court of appeals at Chicago on May 20 decided in favor of the Globe Eltr. Co., sustaining the decision of Judge Sanborn in the grain inspection suit, granting the eltr. company an injunction forbidding interference by the Wisconsin Grain & Warehouse Commission with its business.

Milwaukee, Wis.—The Charles A. Krause Milling Co., incorporated, \$30,-

000 capital stock. Mr. Krause is pres., Edwin Vogel vice-pres. and Stuart Hyde secy. and treas. The company will erect a plant for the manufacture of stock and dairy feeds, of 260 tons daily capacity, with an eltr. in connection of 60,000 bus. capacity.

## MILWAUKEE LETTER.

Judging from the lack of "kicks" at the present time it would seem that everybody is satisfied with the general trend of things and the workings of the rules. This is a favorable indication as there has usually been a number of changes registered, with the lapse of other work, at this season of the year.

The west wing of the American Maltng Co.'s plant here gave way recently under pressure from several hundred bus. of malt, which became packed in one of the lower bins. An adjoining building was smashed in at one corner and a line of flat cars nearby were piled high with malt. The side pressed out was about 150 ft. long and 50 ft. high. No one was injured.

General approval is being expressed over the substitute drafted for the bill now before the legislature, which provides that one road may enter the city over the tracks of another through condemnation proceedings. The substitute would place all cases with the State Railroad Commission, to be decided at their discretion. It is hoped the proposed measure will receive favorable action.

The time limit for the unloading of cars now in force here meets with the approval of the Interstate Commerce Commission, as expressed in a letter received by the Wisconsin Car Service Ass'n. With the exception of a few cases where cars have been used for storage purposes, conditions, throughout the state, as investigated by officials of the Commission, have been found satisfactory.

A general summary at this time shows that while there was a lack of the customary "rush" of business during the early part of the season, the run has been more steady, which has brot the average close up to that of former years. There has been a good demand at all times, and dealers at present have cause to rejoice that they are not stocked up with old arrivals awaiting sale, usual at this period.

Unusual activity prevails in railroad circles with the entrance of several new lines to the city from across the lake, and the latest batch of news brings the announcement that a number of smaller roads will extend their terminals to Milwaukee. One of the greatest problems with which local shipping and receiving interests have been confronted, viz: the Railroad Monopoly—is at last being solved, and large benefits will be derived from business which is naturally tributary to this market, but which, heretofore, has been forced to other terminals for lack of transportation facilities.—C.

Durum wheat exports thru Atlantic and gulf ports from July 1, 1906, to Mar. 15, 1907, have been 14,358,671 bus., as reported by the Dept. of Agri. For about the same period in 1905-6 the exports were 7,683,000. A year ago Duluth exports thru Canada were 100,000 bus., but the figures of this movement from Duluth are not available this year. New York exports were 9,942,000 bus. of macaroni wheat; and 10,149,000 bus. went to the Mediterranean, Italy alone taking over 6,000,000 bus.



## Seeds

Clover perished by drouth last summer and there will be very little to cut.—D. C. Shirk, Hoover, Ind.

The condition of meadows is favorable. Bluegrass seems somewhat backward owing to cold weather.—McDonald & Hughes, Muir, Ky.

The clover fields are all gone. I do not know of a field of clover in Mercer, Shelby and Auglaize counties.—J. M. DeWeese.—Montezuma, O.

The Cox Seed Co. has been incorporated at San Francisco, Cal., with \$100,000 capital stock by T. A., W. A., R. L., S. W., and E. M. Cox and G. S. May.

The 25th annual convention of the American Seed Trade Ass'n will be held at New York, N. Y., June 25-27, with headquarters at the hotel Astor. Marshall H. Duryea, of Henry Nungesser & Co., is chairman of the committee on entertainment.

The demand everywhere is cheap seed, and it is about time that our farmers were beginning to wake up on the seed proposition and, instead of demanding cheap seeds, to demand good seed of high purity, strong vitality and free from noxious weeds.—Professor J. W. T. Duvel.

The acreage of clover sown compared with an average in Michigan is 94 in the northern and 93 in the southern and central counties. The acreage of clover that will be plowed up because winter killed or otherwise destroyed is 17 per cent.—Geo. A. Prescott, Secy. of State, Lansing, Mich.

I contemplate putting up a new plant soon to cost approximately \$30,000. The building will be thoroly fireproof and will be equipped with improved machinery for handling grain, seeds and corn. I will form a stock company with \$80,000 capital to take over my seed business.—Henry Field, Shenandoah, Ia.

The acreage in Kentucky seeded to clover and alfalfa is very satisfactory, considering the failures in clover the last few years and the high price of seed. Compared with last year the acreage seeded is 93 per cent of clover and 103 per cent of alfalfa. The condition of alfalfa May 1 was 87.—Hubert Vreeland, Commissioner of Agriculture.

The condition of clover is 80 per cent of a full crop. In most parts of the state old clover fields are reported practically ruined, while new seeding is considerably injured by cold weather. More clover than usual was sown last season, and notwithstanding unfavorable conditions the acreage will be nearly as great as last season.—John M. True, Secy. Wisconsin State Board of Agri., Madison, Wis.

London, Eng., May 13.—The quantity of English red clover offering becomes smaller every day, and a decided rise of 3 to 5s per cwt. has taken place; choice grades are in strong demand. The home trade is nearly over, but the demand for the colonies continues, and as neither the Continent, America or Canada can supply any this season, the whole of the demand falls upon the stock here.—W. H. & H. LeMay.

Exports of seeds during the 8 months prior to Mar. 1, as reported by O. P. Austin, chief of the Bureau of Statistics, have been 3,474,000 lbs. of clover seed, 13,362,226 lbs. of timothy seed, other

000 bus. flaxseed; compared with 1,914,500 lbs. of clover seed, 7,099,051 lbs. timothy seed, other grass seeds valued at \$193,682, and 1,852,000 bus. of flaxseed, during the corresponding months of 1905-06. February imports of clover seed were 5,000,000 lbs.

Canada was an importer of clover seed past season. They generally export some to England. Fortunately England had a surplus. Large Canadian dealer writes: "I think all things considered, clover at \$7.75 is high enough, and a little too high to hold. I will agree that prospects a short time ago were not good, but they have improved quite considerable with us lately, and I would say Canada is good for half a crop at least and perhaps more, would rather say more. This would give us more than our needs by a very long way, with considerable to sell outside. This we did not have last year.—C. A. King & Co.

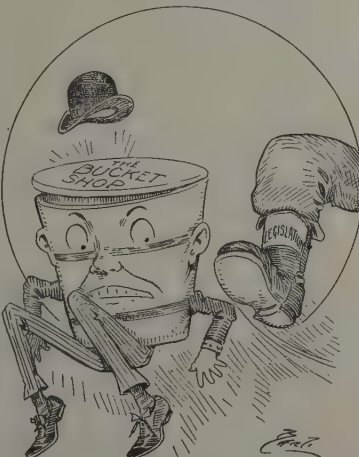
### Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to May 27 have been 222,263,000 bus.; compared with 216,810,000 bus. for the corresponding period of 1905-6.

Corn receipts for the present crop year have been 172,087,000 bus.; compared with 159,154,000 bus. for the corresponding period of 1905-6.

Chicago received during the week ending May 25, 197,800 lbs. timothy seed, 47,300 lbs. clover seed, 213,632 lbs. other grass seed and 14,400 bus. flax seed, compared with 556,315 lbs. timothy seed, no clover seed, 231,632 lbs. of other grass seed and 900 bus. of flaxseed for the corresponding week of 1906. Shipments for this week have been 66,859 lbs. of timothy seed, 32,480 lbs. clover seed, and 608,968 lbs. of other grass seed; against 184,540 lbs. of timothy seed, 18,625 clover seed and 262,409 other grass seeds for the corresponding week of last year.

Every 13 years since 1803 to 1894 the 13-year locust has appeared; and in view of the expected large brood in 1907 the bureau of entomology of the U. S. Dept. of Agri. has issued a circular of inquiry, No. 89, describing the insect and requesting that reports be made of its appearance in May and June from Iowa to Texas and southern Indiana to Florida.



Kicking the Bucket-Shop.—Minneapolis Journal.

### To Make a Long Tail Short

If you desire to collect your transportation and other claims quickly use Booker's Claim Book. Most complete book in existence. Every detail including copy invoice in body. Claim Agents praise it and claimants are made happy with results. Price \$3.00.

W. J. BOOKER

377 McLeMORE Ave., MEMPHIS, TENN.

### FREIGHT CLAIMS

Use our FREIGHT CLAIM FORMS in preparing and filing your claims and you will get quick adjustments. Write for Sample.

Price \$1.00

THE FREIGHT CLAIM CO

204 Tenth St., S. E., WASHINGTON, D. C.

### Freight Rates Change

More frequently than the weather, but you can

### Keep Posted

If you subscribe to

### The Traffic Bulletin

Write for a sample copy today.

### The Traffic Information Bureau

1361 Monadnock Block, Chicago

Washington, D.C., office, 819 Colorado Bldg.



### ENVELOPES for MAILING GRAIN and MALT

QUALITY and PRICE RIGHT

J. L. THOMPSON

107 Dearborn Street

Tel. C 79 CHICAGO

### THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. *This proves their worth.* Time and Labor Savers.

BUY ONLY THE NEW ERA.

Writes for further information Sidney Elevator Mfg. Co. SIDNEY, OHIO

R

+ Fuma =

Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

100 per lb. in 50 lb. and 100 lb. drums

Send for printed matter

EDWARD R. TAYLOR Manufacturing Chemist Penn Yan, N. Y.

## Supply Trade

The Fulton Bag & Cotton Mills will soon move into its new 5-story factory and 10-story compartment warehouse.

C. N. Howes of the Invincible Grain Cleaner Co. was in Chicago last week and reported business good and inquiries giving promise of a busy season.

C. F. Beakbane, prest. of the Avery Scale Co., who will sail for his home in England June 18, reports an unusual demand for scales for cotton seed oil mills.

An advertiser who orders a "one time insertion" is like the boy who wades around the edges of the pool, while the other fellows are swimming.—Mahin's Messenger.

We have three elevator building crews waiting to put in foundations for new elevators, but they can't do it on account of continued freezing weather.—Barnett & Record Co.

The publication which finds it necessary to give away its space in order to induce possible advertisers to try its columns cannot stand very high in the estimation of advertisers, or have many, if any, subscribers.

The demand for the special shovel rope manufactured by the Durable Wire Rope Co. continues to increase as the merits of the rope are learned by elevator operators, reports Mgr. Baldwin of the Chicago office.

Olson Brothers & Co. moved into their new building on Bloomingdale Avenue, Chicago, May 15. The firm has more space and is better equipped in its new home to care for future orders, and fulfillment of all obligations.

A handsome new catalogue illustrating Twin City Corliss Engines and expounding their merits has just been issued by the Minneapolis Steel & Machinery Co. Those sending in their requests early will be favored with a catalog.

Robert G. Shuler, who was prominent as a mill furnisher for many years in the Northwest, died May 17, aged 79 years, at Minneapolis. A. F. Shuler, a son of the deceased, is a representative of the Huntley Mfg. Co. at Minneapolis.

There is more business in sight now than I have ever known at this time of year since I have been in Minneapolis. One thing that is making activity is the Farmers Elevator Co.'s, who are doing a great deal of building in the Dakotas.—C. E. Bird.

J. J. Gerber finds that his flexible chain telescopic loading spout is a winner because one or more joints of spout may be taken off at any time without impairing spout and with very little difficulty. Most spouts are so riveted that no joints can be taken off, but Mr. Gerber overcame this when he patented his flexible loader.

The Midland Machinery Co. reports a splendid demand for elevator machinery from North Dakota. There is much improvement going on in that state and prospects for continued prosperity are very bright. The company has enlarged its machine shops and added two machines to its equipment for assistance in getting out rush orders now on hand.

In case of accident a piece of court plaster is often very welcome. Anticipating the continual need where men are around machinery the Atlas Belting Co.

prepared a vest pocket edition of it. Different sizes of plaster are neatly arranged in a little tin-covered box, much the same as money is assorted in a drawer. The company is sending a little box to any reader of the Grain Dealers Journal requesting it.

The Chicago office of the Standard Scale & Supply Co., which was gutted by fire, a falling wall and water, as reported in Journal May 10th, is still "doing business at the old stand," altho the roof of the building in which the office is located has fallen in and many girders above the office are cracked. A. P. Simpkins, local manager, declares it is his intention to remain at present address, for the company had just moved and gotten nicely settled in its new office when the fire occurred. The damage to the stock amounts to several hundred dollars.

Attorney General Bonaparte will prosecute the International Harvester Company for an alleged violation of the Sherman anti-trust law. For several months the bureau of corporations has been collecting data for basis of prosecution, and it is reported the investigation has revealed that the International Harvester Company forms a practical monopoly, and thru its selling agent, the International Harvester Company of America controls between 90 and 100% of output of farming implements of the country. It remains to be seen whether the contemplated action will be a civil or criminal prosecution.

One of the men in the elevator constructing business who says little but does much is C. H. Benson. Mr. Benson started in business for himself three years ago and since that time has erected thirty elevators for the Woodworth Elevator Co., the Great Western Eltr. Co. and the Acme Grain Co. All of these houses were built in North Dakota. Previous to his launching into business for himself he worked 11 years for two firms, which in itself is a splendid recommendation for any man. He constructed during this time many elevators for the Great Western Elevator Co., for whom he worked 5 years and for the P. V. Eltr. Co. whom he was with for 6 years.

The Hess Warming & Ventilating Co. announces that it has in preparation a new tester for determining the moisture in grain, on the plan outlined by the Department of Agriculture. The new tester will be provided with metallic flasks and tubes in place of glass, which has formerly been used, thus preventing the expensive breakage which occurs with the glass parts. The new tester will be adapted to the use of gasoline, denatured alcohol or gas, at the option of the purchaser. A booklet describing it is in preparation, and this will be ready about June 1st. The possibility of determining the exact amount of moisture in grain, by a simple test requiring ten to fifteen minutes only, has brot about an extensive inquiry for these testers, which will be fully met by this new device.

The Link Belt Supply Co. has increased its line of elevator machinery and equipment materially, and is manufacturing a larger line of up to date machinery. A distributing spout made by the company "is second to none," declares manager McArdle. "It is simple, easy to operate, and prevents mixing of grain. Our new friction clutch which has just been designed also deserves special mention. It is simple, easy of adjustment, and sells for a reasonable price. Our self-locking dump is a winner, and is now ready for the trade." These three elevator necessities are only a few of the new specialties

the Link Belt Supply Co. has designed recently. Those interested further will find detailed information in Catalogue B, which may be secured free of charge upon application by readers of the Grain Dealers Journal.

### Texas Demurrage Law Valid.

The Supreme Court of Texas has just reversed the decision of the court of civil appeals in the case of B. F. Allen v. the Texas & Pacific Railroad, for failure to furnish cars, which was reported in the Journal for Feb. 25, page 232.

Following the decision of the Supreme Court of the United States declaring the law void as an unconstitutional regulation of interstate commerce the court of civil appeals had ruled the law likewise void in its application to shipments wholly within the state, believing that the legislature intended the law should apply on all shipments or none.

The Supreme Court says: "The main purpose the legislature had in view in passing the statute was to enforce the duty of the railroad companies to furnish cars promptly, in which all property to be shipped over their lines might be started on its course, whether destined to points within or to points without the state. The criticism of the act that it allows no defense for the failures to meet demands made for cars arising out of conditions beyond the control of the carrier except strikes and public calamities, seems equally strong, whether it be considered as applying to the one or the other classes of business. But we are at liberty to consider the question as to its validity in but one of its applications, all questions as to the other being conclusively settled, and believing that when properly construed and applied, it may yet legitimately control the furnishing of cars for interstate shipments, we are unwilling to say that the legislature did not intend that it should operate so far, whether it should have the full effect or not."

"The statute in question was passed in 1887 and amended in 1890, and it made it the duty of the railroad companies to furnish cars at shipping points and enforced this duty by prescribing penalties, besides giving an action for damages caused by non-performance. Considering the previous legislation and the duty imposed upon the companies of having adequate facilities, such as cars, etc., for carrying on of the business which they have undertaken for the public, can it be said that this statute, upon its face, contains such provisions as will result in the taking of their property without due process of law?"

"After a mature consideration of the subject we are unable to agree that the decision of the Supreme Court upon the federal question should be regarded as controlling this case. We conclude that damages and penalties are recoverable under this statute whenever the carrier fails to furnish the cars as demanded, unless that carrier can show that its failure was due to no omission of duty on its part."

The shipper is awarded both actual and penalty damages.

Pre-ignition in a gasoline engine gives a deep pounding sound and is likely to do more to an engine than the causes of other noises. Like a loose flywheel, pre-ignition often starts a crack in the crank shaft. The shaft may not break in two until long after the pre-ignition has been remedied or the flywheel keyed tight.



## Elevator Legs—I.

BY BENJAMIN BINGHAM.

The legs of dancers in the can-can are not more interesting to the bald heads in the front row of the orchestra than the legs of grain elevators are to the constructing engineer. Symmetry and proportion in both cases are the features of interest, and the graceful performances of either is poetry.

It is a trite saying that the strength of a chain is in the weakest link. If one exercises unduly, the weakest part of his system reminds him of it.

The contracting of a cold is not thought to be a matter of temperature, or humidity, or of a draft, but of weakness; although one of these causes brings it into prominence.

In the arrangement of machinery for a grain elevator (or any other plant for that matter) proper proportions of one part to another is essential to true economy, but it is a lamentable fact that this rule is grievously disregarded in many instances.

Dr. Holmes constructed his "one hoss shay" on perfect lines, but he is the only one who ever did. Nevertheless all human endeavors are in that direction, and every chain maker, if he be a workman, tries to make every link the equal of any other.

In like manner, if the power of a plant be too light, a belt too narrow, a cup on the belt too large, or any other one of many things is out of proportion, it is waste and extravagance. The mind of the owner may be in other directions, and not observe it; nevertheless he has a limping, halting arrangement which is unconsciously wasting his money.

These defects appear oftener in the legs of an elevator than in other parts, and the reason is obvious.

During the last few years grain elevators, especially country elevators, have undergone a series of evolutions.

In the transition from horse power to gasoline engines, a new vista was opened up. Buckets were made larger and larger; were placed nearer and nearer together on the belt, the elevator was built higher and higher from year to year, but the frictional power of the head pulley has not by any means kept pace with this increase of weight and lift. In other words the parts have become out of proportion to one another.

This is not altogether strange, for when using a chokable boot the amount of grain fed into the cups is regulated by the judgment of the immediate operator in charge, who knows from experience that some cup belts slip easier than others, from causes not in sight or not under his control. Whether the belt in a particular instance seems more prone in that direction does not impress him very forcibly, he simply regulates his gate to prevent a slip when he thinks it is likely to occur.

The introduction, however, of the non-chokable boot, where each cup must (or should) be completely filled, immediately unearthed or discovered the weak link in the chain.

This "over-exercise" of the cup belt brot to light the weak spot in the system and led necessarily to experiments and investigations, which might otherwise not have been resorted to, at least for the present. These experiments have proved quite conclusively that many elevators, especially country elevators, are to-day running with insufficient power in the head pulley to lift the fully loaded cups to the top of the house.

The fact appears to be fully demonstrated at least to those who have made tests, that a smooth turned head pulley,

without rubber cover, regardless of its diameter, cannot lift the ordinary, say 11x6 cups spaced 12 inches on the belt and completely filled with wheat, over 50 to 60 feet. Many country elevators are from 25% to 40% and some 50% higher than this.

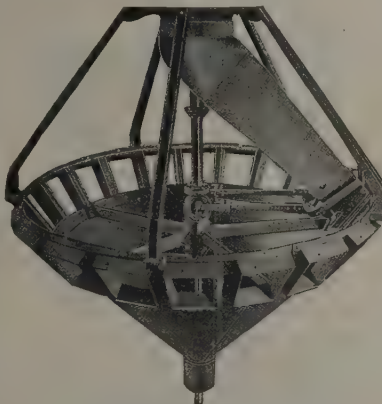
If this fact be true, and I do not think it can be successfully controverted, it will be admitted to be a most grievous error in construction, one fraught with many violations of economy, and grotesque beyond measure from the standpoint of the engineer.

This statement is sufficient for the purpose of this article. In a subsequent one I will endeavor to give some data upon which these opinions are founded.

## Hall Automatic Signaling Non-Mixing Distributor.

This new type of distributor is now being placed on the market and is especially adapted to terminal elevators where large cups and many points of discharge are required. It may be placed under the hopper scales and can be operated from any floor.

A new departure in this design is the rectangular spout and ducts which utilize to the fullest extent the surface space in the casing, reducing the diameter of the



Hall's Automatic Signaling Non-Mixing Distributor.

casing to that extent. The spout is so designed that when the grain leaves the elbow at the upper end of the spout there are no converging lines to retard velocity, the reduction in area from the upper to the lower end being made on the top side where the grain does not touch it. The sides of the spout are parallel, which insures great velocity of the grain; in fact no cups in ordinary use in terminal elevators can supply it.

The latching device is very simple, easy of operation and accurate. This spout also has the automatic signaling device, which notifies the operator whenever a bin is full or a spout clogged, thus enabling the spout to clear itself and be shifted to another bin without any danger of mixing. This Automatic Distributor has 20 ducts, its hopper opening is 17 ins. in diameter and the discharge opening is 9x9 ins. It is one of the popular devices of the Hall Distributor Co. grown large to meet the needs of the large elevators.

Emil Hartman of Eureka, Ill., has been awarded a contract for getting out corn decorations for the National Corn Exposition to be held at Chicago Oct. 5-19.

It's a pretty expensive gas engine that only works when it feels like it.

## EDISON PRIMARY BATTERIES

makes an engine work full time day after day, without attention. They afford the cheapest and most reliable form of electric energy.

If your gas engine is a loafer, write for our booklet, "Battery Sparks."

Edison Manufacturing Company  
304 Wabash Ave., Chicago, Ill.

## LITTLE GIANT

### WAGON DUMP AND GRAIN ELEVATOR

Largest capacity, simplest construction, oldest on market. Elevates to any height, conveys to any point.

### THE LITTLE GIANT

is the one that made all Dumps popular. Kingdon & Kingdon write: "Out of nearly 100 Little Giants that we have placed we have yet to hear of one dissatisfied customer."

Write to-day for Catalog and full particulars.

PORTABLE ELEVATOR MFG. CO.  
McClum St., BLOOMINGTON, ILL.

## DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CARLINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,  
Shelbyville, Ind.

## Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8½ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.  
CHICAGO, ILL.

## CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery.

Robinson's Cifer Code, cloth	-	-	\$1.50
Robinson's Cifer Code, leather	-	-	2.00
Hay and Grain Cifer Code	-	-	1.00
A. B. C. Code, 5th Edition	-	-	7.00
Baltimore Export Cable Code	-	-	8.00
Companion Cable Code	-	-	5.00
Riverside Code, 5th Edition	-	-	3.00
U. S. Cifer Code	-	-	3.00
American Seed Trade Assn.'s Code	-	-	2.00
Stewarts International Code	-	-	.25

For any of the above, address

GRAIN DEALERS JOURNAL,  
255 La Salle St., CHICAGO, ILL.

## Books Received

**FORAGE CROPS.**—Soy beans, cow peas, millets, peas and milo maize have their values suggested to Indian farmers in Bulletin No. 120, recently issued by the Agricultural Experiment Station of Purdue University, LaFayette, Ind.

**STATISTICAL ANNUAL for 1907.**—Valuable provision and grain trade statistics, crop statistics and market information are contained in the annual of 26 pages for the year ending Mar. 1 just issued by Charles B. Murray, Cincinnati, O. Price, 25 cents.

**AMERICAN BREWING TRADE LIST** is a directory of all breweries in the United States, Canada and Mexico, with the names of their proprietors and brewmasters, containing also a list of trade ass'ns, the national pure food law and an internal revenue guide for brewers. Issued annually as a supplement to the American Brewers Review, Chicago; 240 pages, 3½x6 in., bound in flexible cloth.

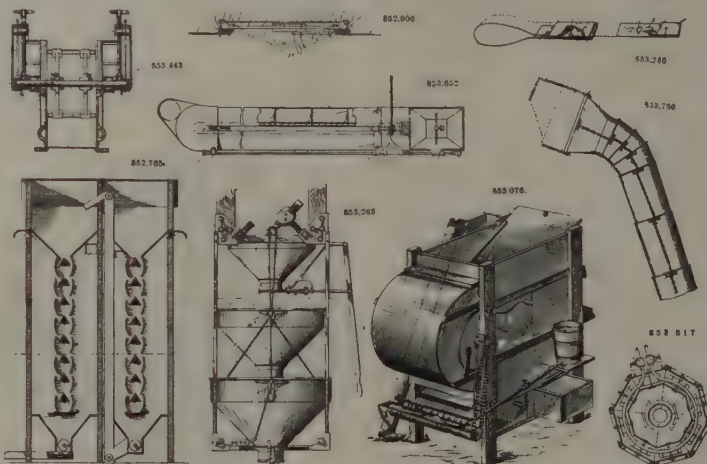
**NEBRASKA AGRI. EXP. STA.,** in its 12th annual report, summarizes the many investigations now under way, among which are the co-operative experiments with farmers for the introduction of winter wheat in the northern and western parts of the state. In 1900 almost no winter wheat was raised in the northern part of the state where in 1906 more than 9,000,000 bus. was harvested. Winter barley is being tested by 25 farmers. Variety tests of corn are being conducted by 100 farmers. The University of Nebraska, Lincoln, Neb.

**THE FEEDING STUFFS LAW** which was enacted by the last Indiana legislature has been published by the Purdue University Exp. Sta. in Circular No. 6, together with instructions how to comply with law. Tags or labels will be furnished only in lots of the value of \$5 or some multiple thereof. Each certificate must be accompanied by an order for at least \$5 worth of tags or labels before it will be registered, and all communications relating to the sale of concentrated commercial feeding stuffs should be addressed to the State Chemist, Indiana Agricultural Experiment Station, Lafayette, Ind.

**CROP PRODUCTION IN WESTERN NEBRASKA.**—The Nebraska Experiment Station has just issued a bulletin which covers the results of three years' work in crop production at the Substation at North Platte, Nebr. This bulletin deals with varieties of grains and forage crops adapted to western Nebraska, and with methods of tillage to conserve moisture and insure a crop in the drier sections of the state. Extensive experiments with the durum wheats have shown that durum wheats may be successfully grown on the high table-lands in western Nebraska under favorable conditions. The durum wheats grown at the Substation for three years made an average of more than twice the yield of the common spring wheat previously grown in the country. Bulletin No. 95; Nebraska Agricultural Experiment Station, Lincoln, Neb.

**BEANS** is the title of Farmers Bulletin No. 289 by L. C. Corbett, horticulturist in charge of the Arlington Experimental Farm. There are no less than eight distinct species: Broad beans, kidney or haricot beans, the cultivation and use of which is largely the subject of the bulletin, lima or sugar beans, dolichos beans, soy beans, scarlet runner beans, velvet or

banana beans and cowpeas. Beans are divided into two general groups, field and garden, and these two subdivided into bush and pole beans. The acreage of kidney beans (the term in this case including all of the common garden beans whether of one type or another) according to census of 1900, says Professor Corbett, gives the area of the bean crop as 453,867 acres, which yielded 5,064,844 bus. or an average of 11.15 bu. per acre. Michigan, New York and California lead in production of beans. In many states beans are becoming a staple crop. They grow best in high latitudes. The bulletin contains map showing distribution of areas in which beans are commercially cultivated. In discussing preparation of soil Prof. Corbett says the ground should be plowed about 6 in. deep and then rolled or harrowed after beans have been planted. Beans are easily killed by frost and must be planted late enuf in spring to miss frost and still early enuf to be harvested before fall frosts. In retentive soils beans



should not be planted over 2 in. deep but on light soils 3 in. is not too deep. They should be cultivated with blades which stir soil about 3 inches below surface. The bulletin illustrates the bean harvester and shows the machine at work. After roots of the bean vine have been cut with harvesting machine the vines are generally piled in bunches by hand to cure for several days before storing in barns. The loss from shelling depends upon the care in handling them during harvesting operations. The beans are thrashed by machinery especially built for the purpose. A section of thrasher is illustrated in bulletin. The cleaning and grading requires much hand work. After beans have been run thru cleaner and well blown to get out sticks and dirt, they are passed thru a machine provided with a broad slow moving belt, placed at such an angle that split beans, dirt, etc., not removed by fan adheres to belt and is thrown out, while perfect seeds fall into receptacle. Hand picking is chiefly done by women. Farmers Bulletin No. 289; illustrated; 28 pages; U. S. Dept. of Agri., Washington, D. C.

Professor Ladd of the North Dakota Agri. College recently stated that "The further we go with our tests the more convinced I am that the sale of flour which has been bleached is illegal under both the national and state pure food laws unless the flour is properly labeled."

## Patents Granted

Gas-Engine. No. 853,303. Harvey J. Henry, Massillon, Ohio.

Internal-Combustion Engine. No. 853,422. David Roberts, Grantham, England.

Explosion Motor Starting Mechanism. No. 853,615. Jules A. Ageron and Blaise J. M. Remy, Lyon, France.

Starting Device for Explosion-Engines. No. 852,557. Norman T. Harrington, Detroit, Mich., assignor to Olds Motor Works, Detroit.

Dust-Collector. No. 853,517 (see cut). William S. Osborne, Hyde Park, Mass., assignor of one-half to B. F. Sturtevant Co., Boston, Mass. The collector comprises a casing, tangential air inlet, cen-

tral air outlet, dust outlet, a rotating beater in the casing and actuated by the air, and means for applying moisture to the beater to moisten the air.

Conveyor. No. 853,652 (see cut). Benjamin M. Steele, Peoria, Ill., assignor to Ben Steele Weigher Manufacturing Co., Peoria, Ill. The conveyor traverses a pair of parallel tubes, the conveyor flights being substantially semi-circular. The end section has an obliquely disposed discharge spout and the head section has a valve controlling an exit in the head to the tubes.

Grain-Door for Cars. No. 852,906 (see cut). Herbert W. Richards, Chicago, Ill. The door comprises two hinged sections, an overlapping batten on the outside of one of the sections abutting against a complimentary batten on the other section, an angle-iron at the meeting edge of the battens, a plurality of latch bars pivoted to one of the battens, and a rigid horizontal supporting bar upon which the opposite corners of the sections are slidably connected.

Grain Separating and Vitriolizing Machine. No. 853,076 (see cut). Archie R. Ferguson, Colton, Wash. The machine is designed for the treatment of seed wheat and other grains for the prevention of smut. The machine contains a fan and cleans the grain on vibrating screens before soaking in the trough of liquid. From a tub the liquid is piped to a sprinkler over the trough, the latter containing



a spiral conveyor to move the grain along to one end where it is elevated.

**Grain-Drier.** No. 852,765 (see cut). Arthur L. Brannock, Neosho, Mo. The drier comprises two chambers with garners and hoppers at the upper ends, hoppers at the lower ends and conveyors therein, one of the hoppers having a second conveyor and elevator to carry the grain to the other chamber. The column of grain is contained between a vertical row of curved plates inclosing angular plates. Air ducts or chimneys communicate with the openings thru the walls of the chamber.

**Self-Locking Seal.** No. 853,240 (see cut). William F. Harris, Detroit, Mich. A strip of metal of uniform width having each of its ends bent back upon itself to form hooks engages a housing by one of the hooks having a slot. The strip of metal is bent back upon itself outside the housing whereby it may project thru the housing. A hook is struck up in the body of the strip near its end, adapted to enter the slot formed in the hooked end of the strip engaging the sleeve.

**Elevator-Boot Bearing.** No. 853,443 (see cut). William R. Cunningham, Bucyrus, Ohio, assignor to The American Clay Machinery Co., Bucyrus, O. Cover-plates for the journal boxes are provided to keep the material out of the boxes. The journal boxes have enlarged inner ends provided with chambers, packing material in the chambers and plates fixed in the open inner ends of the boxes covering the packing. The pulley shaft is adjustable vertically by the hand wheels and threaded rods.

**Grain-Conveyor.** No. 853,750 (see cut). Edwin Whorrall, Loda, Ill. The device comprises a plurality of slightly tapering cylindrical sections, each provided adjacent to its upper edge with diametrically opposite loops, and chains connected with the loops and having snap hooks, the uppermost section being provided with a rectangular hopper-shaped extension having chains connected with the sides thereof, two of the chains being connected with the loops of the subjacent cylindrical section, one of the remaining chains being provided with means whereby it may be adjustably connected with the opposite chain to support the spout in operation.

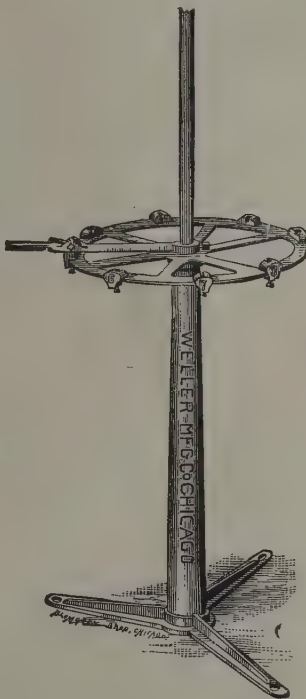
**Grain-Meter.** No. 853,268 (see cut). Andrew Sonander, Springfield, O., assignor to The American Grain Meter Co., Springfield, O. The weigher comprises a stationary hopper, a plurality of movable hoppers, a measuring hopper and an intermediate power-developing hopper located above, the intermediate hopper being of less capacity than the lower hopper, a rock-shaft having cam-faces thereon, a flexible connection extending from one of the movable hoppers over the cam faces to the other movable hopper, and a guide for the flexible connection. The rock-shaft has a weighted arm, an offset bearing on the rock-shaft, a knife-edged bearing fitting in the bearing on a line with the center of the shaft. Connections are made from the opposite sides of the shaft to two movable hoppers, one arranged above the other, whereby the raising and lowering of the hoppers will oscillate the shaft, and the weight of the hoppers be supported on the knife-edged bearings.

Winter wheat, rye, barley and corn suffered from excessive frosts and insects and much of land was untillied on account of late spring, according to a recent report of the Minister of Agriculture, Budapest, Hungary.

## Indicator Stands.

Many machines have been made to save brains. Others to save legs. The indicator stand is one of the latter. The necessity of a device to facilitate the diversion of grain to any desired bin, without forcing helper to climb several flights of stairs to move a turn head is apparent to every elevator man, and especially to the man who has to do the climbing.

The indicator stand as shown herewith is recognized as a great time and labor saver. It is usually set at a convenient point on the main floor of the elevator and connected with the turnhead by a steel rod enclosed by an iron pipe. The diameter of the connecting rod varies according to the height of the turnhead. The stand is usually about three feet high from floor to rim of indicator hoop. In order to divert grain to any desired



bin, the handle is set at the number of bin desired, and the simple operation adjusts the distributing spout, so as to deliver grain to bin of same number. The indicator illustrated is made for seven bins, but very often twelve or more bins may be reached from the same stand. The indicator shown is made by the Weller Mfg. Co.

## Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice imported into the United States for the 9 months prior to Apr. 1, 1907, amounted to 156,426,766 lbs.; compared with 112,264,481 lbs. for the corresponding period of 1905-06.

Exports of rice, rice flour, rice meal and broken rice for the 9 months prior to Apr. 1, 1907, have been 23,600,000 lbs.; compared with 78,800,000 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Jupiter Transmission Rope

A marine-covered wire rope. Pliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

### SPECIAL GRAIN SHOVEL ROPE

A customer says: "If your shovel rope ever wears out, we will order some more."

### DURABLE WIRE ROPE CO.

BOSTON—26-30 Atlantic Ave. CHICAGO—23 So. Canal St.

## Mac Bride Coal & Coke Co.

Producers and Shippers

GENUINE POCAHONTAS AND NEW RIVER

### SMOKELESS COAL

Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.

Fisher Building, CHICAGO, ILL.

Long Distance Telephones Harrison 419 and 650

## KANT SLIP

# Car Mover

Address P. H. JACOBUS, Millstadt, Ill.



## THE ATLAS CAR-MOVER

Manufactured exclusively by

### The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



## The National City Bank OF CHICAGO

The Temple, S. W. Cor. La Salle and Monroe Sts. Chicago

Capital, \$1,500,000. Surplus, \$300,000

Approved by Chicago Board of Trade as a Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.

—DAVID R. FORGAN, Pres.

**DIRECTORS:** ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD F. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOSEPH SCHAEFFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.

**OFFICERS:** DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

## Grain Carriers

Grain handlers at New York have been drawn into the strike of the longshoremen.

A duplicate file of all rates has been established by the Interstate Commerce Commission at Washington, accessible to any person.

Two oil companies of North Carolina recently were fined \$10,000 and \$5,000 for obtaining a lower freight rate by false weights.

Ice closed the channel at Fort William, Ont., after many boats had passed and no grain was cleared for several days in May.

The western roads will advance the rates on grain from the Missouri River to the Mississippi River and Chicago  $1\frac{1}{4}$  cents per 100 lbs. on July 1.

The Interstate Commerce Commission on May 15 decided that where two rates between the same points are in force the shipper must be given the benefit of the lower.

The 60,000 bus. of damaged corn in the sunken steamer Whitaker at Amherstburg, Ont., has been sold by the underwriters to the Brantford Starch Co. of Brantford, Ont.

Fines of \$20,000 for rebating were paid May 21 by the Chicago, Rock Island & Pacific Railroad Co. The rebates were paid on shipments of coffee made by the Woolson Spice Co., of Toledo, O.

The executive committee of the Western Trunk Line Ass'n has failed to do away with elevation allowances on grain at western points, and at the meeting May 13 referred the question to a sub-committee.

The Celina Mill & Elevator Co. has filed complaint with the Interstate Commerce Commission that the 3-cent back haul charge by the St. L. & S. W. R. R. on grain products to Sherman, Tex., is unreasonable.

The Chicago, Rock Island & Pacific Ry. has filed a tariff with the Interstate Commerce Commission, No. c8229, making a rate on grass seed in carloads of 25c per 100 lbs. from Missouri River points to Galveston, Tex.

The Illinois Central Railroad has asked the Illinois State Railroad and Warehouse Commission for a definition of switching that will limit this service to traffic that "originates at or is destined to points beyond the switching limits."

The Georgian Bay Canal Commission has completed its survey of the projected waterway between Lake Huron and the St. Lawrence River at Montreal, and will soon make a report to Parliament on the cost, which it is estimated will be \$100,000,000.

W. C. Brown, a vice pres. of the New York Central R. R., at the annual banquet of the Syracuse Chamber of Commerce, said: "I am firmly in favor of the regulation of the railroads and all other corporations by the nation and the states. The power which creates can and should regulate. From the standpoint of the public and the railroad I would regard any backward step in the great principle of corporate regulation as a serious mistake. The business of the railroads should be as open and public as that of the national

banks; rates should be reasonable, stable and absolutely equal to all. This regulation of the railroads, however, should be undertaken in a spirit of the most liberal conservatism. The radical, the agitator, the reactionist on both sides should be suppressed.

The ruling by the Interstate Commerce Commission giving the initial carrier the right to route a shipment is objected to by E. B. Boyd, manager of the transportation department of the Chicago Board of Trade, who declares "The carriers have no property rights in commodities tendered them for transportation. The routing over a particular line often adds a value to the property and to confiscate that right in a measure confiscates the property."

On complaint by the city council of Atchison, Kan., the Interstate Commerce Commission in an opinion by Commissioner Clark May 11 held that it is unlawful for the railroads to grant certain allowances for elevation, transfer, mixing, cleaning and other handling at Kansas City and withhold the same allowances from Atchison. Charges for handling grain, free service or elevation must be the same at Kansas City, Mo., Kansas City, Kan., Leavenworth and Argentine.

The Traffic Information Bureau is now publishing the *Daily Traffic Bulletin* in connection with its weekly publication. The purpose of the Bureau is to put into the hands of those interested in freight and steamship rates, every 24 hours, a complete list of the freight tariffs of all railroads and steamship lines in the U. S. filed with the Interstate Commerce Commission at Washington each day. It also prints in brief form current news relating to court decisions, traffic cases, and rulings of the Interstate Commerce Commission.

The public appears to resent the assumption of carriers that all questions at issue must be determined by the carrier as sole arbitrator. Shippers feel that, as parties to every issue, they have right to a voice in the determination; or at least that questions of difference should be settled by an impartial tribunal. In the matter of the assessment of car service charges the shipper cannot see the justice of the penalties being on one side. He feels that if the carrier may in effect penalize the patron for his negligence, fault or misfortune, which causes annoyance and loss to the carrier by the undue detention of cars, that the carrier for its negligence, fault or misfortune, which may cause annoyance and loss to the patron by undue detention of his freight, should be subject to like penalty.—Ohio State Railroad Commission.

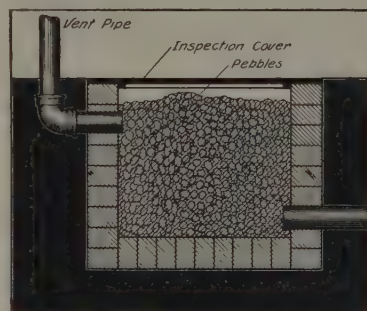
On every car of grain held beyond 48 hours and diverted the trunk lines after June 1 will require the payment of \$2 in addition to the demurrage after 72 hours. This charge will affect the brokers who have made a practice of blind billing cars to hold at diversion points for the best market. The diverting points at which eastern brokers have been reconsigning cars without extra charge are: Altoona, Renovo and Milton for the Pennsylvania; Sayre, for the Lehigh Valley; Newberry Junction and Coalport, Pa., for the Reading; Buffalo for all the trunk lines; Montrose and Victoria, Ont., and Lyons, N. Y., for the New York Central lines; Black Rock and East Buffalo for the Lackawanna; Green Springs for the Baltimore & Ohio.

A legal opinion on delay of grain in transit has recently been received by Geo. A. Wells, secy. of the Iowa State Grain

Dealers Ass'n, in which it is stated: The duty of the carrier on accepting a shipment of freight is to transport the shipment to its destination within a reasonable time. The fact that the carrier did not accept the shipment for delivery on any specified day does not change its duty of transportation within a reasonable time. The excuse given by the carrier that the delay was occasioned by "Congestion in grain business at Chicago" might cover either or both of two conditions. First, a congestion of the terminal facilities of the carrier at that point. Second, the congestion of terminal elevators at that point. As to the first, the carrier was bound to know at the time it accepted the shipment whether the condition of its terminal at Chicago was such as to permit the delivery of a shipment within the time ordinarily required for such a shipment to Chicago. If the Chicago terminals were congested at that time, or if the carrier had reason to believe that by the time car reached Chicago its terminals would be congested, so as to cause delay in the delivery of that shipment, then it was the duty of the carrier to inform the shipper of the condition of the Chicago terminal and that delay in delivery would probably ensue. If the carrier failed so to inform the shipper and the delivery was delayed beyond the ordinary time for such shipment, then the carrier is liable for all the damage sustained by the shipper by reason of the delay.

## Pebble Muffler for Gasoline Engine.

Gasoline engines in elevators are necessarily stationary. Like automobiles they exhaust a smell, yet unlike them, they don't move on. Hence those in vicinity of



Muffler for Gasoline Engine.

gasoline engines are often subjected to noise and odor unless they are stifled. The iron muffler is very common but not entirely satisfactory.

In order to dispose of noise and odor some crafty engineer hit upon the following plan. A hole about 3 ft. each way was dug in ground, and lined with bricks laid in cement. The pit was then filled with pebbles about the size of an egg and the exhaust pipe turned into it. On opposite side vent pipe was fitted into pit as shown in illustration herewith, for which we are indebted to *Popular Mechanics*, being made high enuf to carry off odor. The pebbles muffled the sound and the vent pipe prevented an accumulation of any pressure, at same time conducting gasoline odors beyond nasal notice. The top of pit was fitted with cover to facilitate cleaning, for pebbles should be removed and washed every six months.



## Changes in Grain Rates.

The *Traffic Bulletin* in its issue of May 21 announced the filing of 119 grain tariffs with the Interstate Commerce Commission. Among them are:

B. & O., grain and grain products from Chicago, S. Chicago, Ill., Whiting and Indiana Harbor, Ind., to eastern and interior eastern points; effective June 1; B. & O., same as above to C. F. A. territory, effective June 1.

B. & O., grain and grain products from B. & O. stations west of Ohio river to western and interior eastern points; effective June 1.

Can. Pac., wheat and oats from Detroit, Mich., and Owen Sound, Ont., to Boston, Mass., and points taking Boston rate; wheat 8c bu., oats 4½c bu., effective June 1.

C. B. & Q., grain and products and seeds between Kansas City, St. Joe, Atchison, Leavenworth, Omaha, South Omaha, Nebraska City, Council Bluffs, (from beyond and from west of Missouri river) to St. Louis, Peoria, Chicago, St. Paul and Duluth and points taking same rate; effective June 10.

C. B. & Q., on barley, corn, oats, rye and wheat from stations on the C. B. & Q. in Ill. and Miss. river stations to Chicago; effective June 10.

C. R. I. & P., grain and products and seeds between Chicago, Rock Island, St. Paul and Minneapolis and stations in Ill., Ia., Mo., Minn., and S. D.; effective June 5.

C. R. I. & P., grain and products from stations in Ia., Minn., and S. D., to Cairo and Thebes, Ill., and Evansville, Ind., when delivered for southeastern and Carolina territory; effective June 1.

Ill. Cent., on barley, corn, oats, rye and wheat from stations in Ill., Ind., and also Dubuque, Ia., Paducah and St. Louis, Mo., to Chicago, when destined to Buffalo and points east thereof; effective June 3.

K. C. Sou., grain and products from Kansas City, St. Joseph, Atchison and Leavenworth to stations on N. O. N. E. 24½c; effective June 6.

K. C. Sou., wheat from Kansas City, St. Joseph, Atchison and Leavenworth, to stations on N. O. & N. E. 25¼c; effective June 6.

Mich. Cent., grain and products from Chicago, Joliet, Kensington, Ill., and Hammond, Ind., to points east and south.

M. & O., reconsigned oats, barley, corn, rye hay, wheat or corn milled in transit; from St. Louis and Carondelet, Mo., and East St. Louis to points in Miss.

Sou. Frt. Com., grain and grain products, (reconsigned) from St. Louis and Carondelet, Mo., and East St. Louis to lower Miss. river crossings.

S. W. Tariff Com., wheat carload from Kansas City, St. Joseph, Atchison and Leavenworth, Kan., to Eagle Pass, 30c; effective June 7.

S. W. Tariff Com., wheat, carload, from Omaha, Council Bluffs, (from beyond) to Laredo and Eagle Pass, 34c; effective June 7.

S. W. Tariff Com., wheat, carload from Denver, points in Utah on O. S. line and S. P. L. A. & S. L. R. R. San Pete Valley R. R. to Laredo and Eagle Pass, 30c; effective May 28.

West Trunk Lines, carload from St. Paul, Minnesota Transfer and Stillwater, Minn., to Baltimore, 17½c; Montreal, 18½c; Philadelphia and Quebec, 18½c; effective June 1.

In its issue of May 18 the *Traffic Bulletin* announced the filing of 73 grain tariffs with the Interstate Commerce Commission:

C. C. C., grain from stations in Ill. and Ohio to stations in Ind., Mich., Mo. and Ohio.

C. C. C., grain and grain products from points in Ill. to Buffalo, Pittsburg and Wheeling, and points taking same rates; effective June 10.

C. H. & D., grain and grain products, from stations on the C. H. & D. to Philadelphia, 14½c; Baltimore, Md., Newport News and Norfolk, Va., 14c; effective June 10.

Can. Pac., wheat, corn, oats, carload, from Owen Sound, Ont., to Boston, Boston Junction, and Mystic Wharf Mass., if milled at North Toronto, Peterboro or Lindsay, Ont., 13c advance; effective June 16.

C. R. I. & P., corn, rye and oats, carload, from Kansas City, St. Joseph, Atchison, Armourdale, and Leavenworth to points in Ia., Minn., and S. D. on Rock Island road, 15c. Wheat from Kansas City, St. Joseph, Armourdale, Atchison and Leavenworth 19½c, and from Council Bluffs, Omaha and So. Omaha, 18½c to Chicago; effective June 1.

C. R. I. & P., grain and grain products, from stations in Kan., Neb., Ok., and I. T., to Memphis, Little Rock, New Orleans and points taking same rates; effective June 18.

C. St. P. & M. O., wheat and coarse grain from Omaha, Neb., to Chicago, 18½c, to be milled in transit; effective July 1.

Pere M., grain to be milled in transit, from Port Stanley, Ont., to New York and Boston, 11c, plus 2c for stopover at milling point, reduction; effective June 12.

## More Elevation Allowances Granted.

Following the recent decision by the Interstate Commerce Commission declaring ¾c to be a reasonable allowance for elevation, transfer and loading, both the Great Western and the Wabash have granted the fee to owners of elevators.

The allowance by the Great Western went into effect May 7 on all grain handled thru elevators at the Missouri River and shipped via that line.

The Wabash will make its allowance effective June 1, in the following amendment to its I. C. C. No. 181: "On all grain transferred through elevators located at Missouri River points and Des Moines, Ia., and shipped via Wabash from Omaha, Council Bluffs, Kansas City, Harlem and Des Moines, ¾ cent per 100 pounds, transfer and loading charge will be allowed to elevator company, providing similar allowance has not been made on same grain at same points by some other company."

A tariff governing elevation allowances at Ohio River points and Memphis recently was filed by the Illinois Central R. R. Co. with the Interstate Commerce Commission as I. C. C. No. 4,444, and Ill. Cent. Supp. No. 167.

## Imports and Exports of Hay.

Imports of hay for the 8 months prior to March 1, 1907, have been 33,922 tons; against 38,746 tons for the corresponding months of 1905-6.

Exports of hay for the 8 months have been 37,238 tons; compared with 47,102 tons for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Why is 1907 like a lumber wagon? Because it has no spring.—Van Dusen-Harrington Co.

# The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

**S. K. HUMPHREY**  
640 Exchange Bldg.  
BOSTON, MASS.

## Supreme Court Decisions

**An award made by arbitrators, without fraud, partiality, or misconduct on issues submitted will not be set aside for errors of law.**—*Stone v. Baldwin*, Supreme Court of Illinois, 80 N. E. 890.

**Initial Carrier Responsible.**—A railway company accepting a bill of lading marked, "Prompt shipment required," assumes responsibility for delay of connecting carrier. —*Salley v. Seaboard Air Line Ry.* Supreme Court of South Carolina, 56 S. E. 732.

**Arbitration.**—A party to an agreement to submit a controversy to arbitration, who accepts a part of the award, is not estopped to question the validity of another part thereof, where the two parts are divisible from each other. —*Walner v. Walner*, Supreme Court of Wyoming, 89 Pac. 580.

**Debts to Fellow Members.**—A rule providing that the proceeds of a defaulting member's seat in an exchange are subject, first, to the payment of his debts to his fellow members, is valid, and not in violation of the bankruptcy law. —*Cohen v. Budd*, Supreme Court of New York, 103 N. Y. Supp. 45.

**Landlord's Lien.**—Where a lessee of a hopyard sold his interest in the crop to the lessor and assigned his claim for the purchase money, the assignee took it subject to all counterclaims held by the lessor for advances made pursuant to the lease. —*Chung v. Stephenson*, Supreme Court of Oregon, 89 Pac. 386.

**Lease of Machines.**—A stipulation in a lease of a machine binding the lessee to keep the same in good working order, is not inconsistent with a provision that he shall not allow any alterations in the same, and both may be enforced. —*J. T. Stark Grain Co. v. Automatic Weighing Mach. Co.* Supreme Court of Arkansas, 99 S. W. 1103.

**Carrier's Liability.**—Where a carrier has become liable as warehouseman, such liability continues until it notifies the consignee that it will not insist on storage charges, from which time as a gratuitous bailee it is held only to slight care. —*Brunson & Boatwright v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina, 56 S. E. 638.

**Proper Operation of Engine.**—In an action for the balance of the price of an engine, where defendant pleaded that the engine was not as warranted, the court properly refused an instruction authorizing a verdict for defendant without reference to whether the engine was properly operated by defendant. —*Heisig Rice Co. v. Fairbanks, Morse & Co.* Court of Civil Appeals of Texas, 100 S. W. 959.

**Ownership of Quotations.**—The continuous market quotations of stocks, bonds, and grains, referred to in the opinion obtained by plaintiff at considerable cost and expense for the exclusive use and benefit of itself and members, are, until published to the public, property, and entitled to the protection of the law as such. —*Chamber of Commerce of Minneapolis v. Wells*, Supreme Court of Minnesota, 111 N. W. 157.

**Samples Excluded from Evidence.**—Where, in an action on a contract to sell defendant wheat screenings, the output of plaintiff's mill during a certain period, the court excluded all evidence of samples of the screenings shown defendant when the contract was made, remarks of defendant's counsel commenting on plaintiff's efforts to exclude from the consideration of the jury such samples, while improper, did not constitute reversible error, the trial court having promptly suppressed the remarks and commanded counsel to confine himself to the evidence admitted, ruling that the

jury had no right to infer what such samples might be. —*Listman Mill Co. v. Miller*, Supreme Court of Wisconsin, 111 N. W. 496.

**Warranty of Screenings.**—Where a flouring mill sold "280 tons bulk No. 2 screenings (more or less)" to be its output during a named period, there was no implied warranty that the screenings which would result in the future from the operation of the mill would be of the same quality as those resulting at the time the contract was made. —*Listman Mill Co. v. Miller*, Supreme Court of Wisconsin, 111 N. W. 496.

**Void Stipulation of Telegraph Co.**—Constructed in the light of the statutes of this territory, a stipulation in a contract of carriage, by which a telegraf company seeks to limit its liability for its negligence, unless messages entrusted to it are repeated, is unreasonable and contrary to public policy, and therefore void, where the negligence consists in unreasonable delay in delivery. —*Blackwell Milling & Elevator Co. v. W. U. Tel. Co.* Supreme Court of Oklahoma, 89 Pac. 235.

**Contributory Negligence.**—A boy 16 years of age, hired to transfer oats from a shipping bin back into the elevator, was not guilty of contributory negligence, as a matter of law, in going into the bin when ordered to do so to correct some defect therein, whereby he lost his life by being smothered by a fall of oats, though the place was dark, and he knew nothing of the work. —*Meier v. Way, Johnson, Lee & Co.* Supreme Court of Iowa, 111 N. W. 420.

**Contracts for Future Delivery.**—A sale or a contract for future delivery, or of rights under it, before the time of delivery, is not unlawful. An intention by the parties to such a contract to sell it, or to sell their rights under it before the day of delivery, so that they will not deliver or receive any of the contracted commodity does not make the contract a wager nor avoid it. —*Fonder v. Jerome Hill Cotton Co.*, 100 Fed. 373, 377. —*Cleage v. Laidley*, Circuit Court of Appeals, 8th Circuit, 149 Fed. 346.

**Arbitration.**—Where one of the parties to a submission to arbitration presented, at the hearing before the arbitrators, in the presence of the adverse party, an opinion of his counsel which erroneously stated the law and the adverse party made no attempt to meet the opinion, the act of the arbitrators in receiving the opinion and considering the same in arriving at their award was not misconduct justifying the setting aside of the award. —*Stone v. Baldwin*, Supreme Court of Illinois, 80 N. E. 890.

**Recovery of Rent for Machine.**—Where, in an action for the rent which a lessee agreed to pay for the lease of a machine, it appeared that the lease stipulated that the lessee should keep the machine in working order, and should either return it within 30 days after it was set up or pay the rent stipulated, that the lessee did not return the machine, that there was no structural defect in it, and that its failure to give satisfaction to the lessee was due to ignorance or improper management on the part of its employees having charge thereof, there was nothing to defeat recovery. —*J. T. Stark Grain Co. v. Automatic Weighing Mach. Co.* Supreme Court of Arkansas, 99 S. W. 1103.

**Unauthorized Sale by Broker.**—Plaintiff opened an account with defendant stockbrokers, and arranged to have his transactions cared for by them during his absence on a vacation, and left with them sufficient collateral to protect his account. They made an unauthorized sale of certain of the securities, and immediately sent notice to him in the country, not stating the price, but indicating that there had been a flurry in the market, that there had been failures, and that the sale was made "to protect your account, as this stock moves very fast." Plaintiff remained silent where he was for a week or ten days, then started home, stopping a day and a half at an intermediate point, where he received notice of sale of other securities, and the next day went home, and repudiated the trans-

sactions. Held, that there was not a ratification of the first sale by his silence in the meantime; he not having known of the price at which the sale was made. —*Burnham v. Lawson*, Supreme Court, Appellate Division, 103 N. Y. Supp. 482.

**Opinion on Grade.**—Where, in an action on a contract to sell to defendants No. 2 wheat screenings, the output of plaintiff's flouring mill during a certain period, defendant admitted that he had no direct knowledge as to the source of the contents of the cars shipped him, his testimony that such contents were not No. 2 screenings might be regarded as a part of his description of the characteristics of the screenings and not merely an attempt to state witness' non-expert opinion and hence the admission of the evidence was not prejudicial error. —*Listman Mill Co. v. Miller*, Supreme Court of Wisconsin, 111 N. W. 496.

**Fire Started by Engine.**—In an action by an insurance company against a railroad to recover money paid by plaintiff on a policy for loss of an elevator caused by fire occasioned by sparks from one of defendant's engines, a verdict will not be set aside for misstatement of the evidence by counsel in argument, where the court instructed the jury that, although counsel in their arguments might state their recollection of what the oral testimony was, yet the memory of the jury was the sole test as to what such evidence was, and where, upon a dispute arising between counsel as to such evidence, the court again reminded the jury that they must depend on their own recollections. —*Aetna Ins. v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, 100 S. W. 569.

**A demurrage, or "car service" charge, made by an interstate railroad company for the time during which cars loaded with hay are left standing on its tracks at a suburban station in Boston after the expiration of the time given for unloading, is not discriminative within the meaning of Interstate Commerce Act, Feb. 4, 1887, c. 104, §3, 24 Stat. 380 [U. S. Comp. St. 1901, p. 3155], because at South Boston, which is the terminal of the road in the city, a hay shed is provided into which hay is unloaded at the request of a consignee to the extent of its capacity, and where it is stored at a somewhat less rate, the charge being the same at the two places where hay is left in the car. —*Michie v. New York, N. H. & H. R. Co.* Circuit Court, D. Massachusetts, 151 Fed. 694.**

**Carrier's Liability.**—In an action against a railroad for failure to deliver a car load of bran, plaintiff's witness stated that he had been informed by defendant's agents that the bran had been destroyed in a flood, whereupon defendant was allowed to amend the answer by alleging that it had been destroyed by an unprecedented flood, and plaintiff to reply that the flood, if any, was not the proximate cause of the loss, but that the loss was caused by the negligence of the railroad. Plaintiff's motion to strike out the statement of the witness was then overruled. Held that, when the destruction of the bran became an issue, plaintiff had a right to have the witness' statement withdrawn from the jury, on the ground of its incompetency as hearsay. —*Thaxter v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, 100 S. W. 1102.

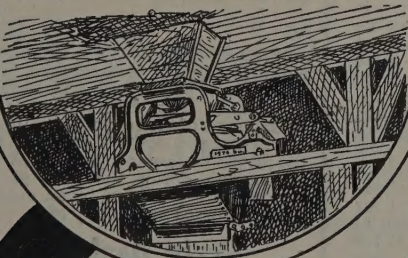
**Fire Caused by Engine.**—In an action against a railway company for damages resulting from a fire caused by its engine, an instruction that if the engine was equipped with a spark arresting device of the best kind in general use and was carefully handled, the verdict should be for the company, was not erroneous, as conflicting with an instruction that, if the fire was caused by sparks from the engine, plaintiff should recover, unless the company exercised ordinary care to have the engine provided with one of the best devices in use by railway companies, and unless the company exercised ordinary care to see that any such device was in reasonably good repair and that the engine was handled with ordinary skill. —*Womack & Sturgis v. International & G. N. R. Co.* Supreme Court of Texas, 100 S. W. 1151.





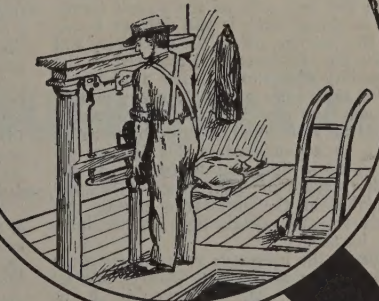
Write for pamphlet (free)  
about "Faultless Weighing" to  
American Grain Meter Co.,  
Springfield Ohio.

**ABSOLUTE  
ACCURACY  
EVERY TIME**



**WHICH  
WEIGH  
?**

**GUESS WORK  
AND INACCURACY**



If you are satisfied with a machine that is slow in its working and uncertain in its results; that is entirely dependant on the operator; that is wanting in any device by which a record of the weighings is retained; then this won't interest you.

## The Richardson Automatic Elevator Scale

Is an absolutely reliable machine that weighs automatically and every scale is fitted with a Patent Self Register which keeps a perfect record of all the material passed over the machine. It is capable of operating at great speed and the margin of error in its weights is reduced to a minimum. It does away with the labor of at least one man and it will never make mistakes which is more than can be said of any human operator. The scale is no experiment, but is spoken of with enthusiasm by our patrons all over the country. There are more than 2,000 of these machines in use and some of them have been running for over 13 years.

Don't hesitate any longer. You know perfectly well that **THE BEST IS WHAT YOU WANT.**

**RICHARDSON SCALE COMPANY**

1011 Rector Bldg., Chicago

Annex Park Row Bldg., New York

415 3rd St. S. Minneapolis





## Investigate Lightning Protection.

So many fires in grain elevators and flour mills have been credited to lightning during recent years that the attention of the mutual companies making a specialty of insuring grain elevators, flour mills and their contents have been filled with longing for some means of protecting property covered by their policies against destruction by fires due to this cause.

Accordingly the secretaries of a number of companies, together with some of their inspectors and officials, met in Chicago May 14 to listen to an explanation of the origin of lightning and the philosophy of the lightning rod by Prof. West Dodd of Dodd & Struthers of Des Moines, Ia., who explained that lightning was merely a discharge of electricity thru the air. The air, being a very poor conductor of electricity, resists its passage and on account of this resistance or friction, the air thru which the electricity passes is made white hot, and it is the white hot path of the electric current which we call lightning.

He assured the insurance men that lightning rods were not needed on buildings completely covered with metal, providing the metal extended into the ground, because the roofing and sides being an excellent conductor of electricity would carry it into the ground and there would be little resistance to its passage, hence no heat or lightning and no fire would result. Buildings having metal roofs with spouts running into the ground offer no resistance to the electrical current, hence no damage is done.

Prof. Dodd pointed out that flour mills and elevators could readily be protected from lightning by forming a continuous connection of the uppermost machinery with the ground and terminating the uppermost metal parts in points to facilitate the passage of electric currents and divert them thru the different metal parts of the building's equipment into the ground or out to the atmosphere. If a lot of old iron is buried eight to ten feet from where the two ends of the circuit terminate in the ground, it will further facilitate the carrying off of the electricity and reduce the resistance, and thus reduce the probability of lightning being produced.

The experience of nearly every mutual company and especially the experience of the Millers National as shown by statistics which were published in this Journal recently, show lightning to be one of the leading causes of fires, hence it is commendable in the secretaries taking this timely action to obtain light on the lightning hazard.

Among the insurance men present were J. G. Sharpe of the Mill Owners Mutual Fire Ins. Co.; M. A. Reynolds, F. S. Danforth, J. T. Caldwell and H. M. Giles of the Millers National Ins. Co.; C. A. McCotter and H. N. Knight of the Grain Dealers Mutual Ins. Co.; E. E. Perry of the Indiana Millers Mutual Ins. Co.; A. R. McKinney and G. A. McKinney of the Millers Mutual Ins. Ass'n of Illinois; L. H. Baker of the Michigan Millers Mutual Fire Ins. Co.; Chas. H. Ridgway of the Western Millers Mutual Ins. Co.; Glen Walker of the Texas Millers Mutual; W. H. Clark of the Ohio Millers Mutual; and John Hoffa of the Pennsylvania Millers Mutual.

After the lecture and experiments showing the action of electricity were completed, the secretaries adopted the fol-

lowing resolution by an unanimous vote:

### Endorse Prof. Dodd's Work.

We wish to endorse the good work of Prof. West Dodd of Des Moines, Iowa, to the people of the United States.

We have been delighted and edified with his scientific lecture and wonderful demonstrations with lightning, and we believe his great work in educating the insurance companies of the United States in methods of protection to property from lightning, can never be overestimated.

The system of lightning protection developed by Dodd & Struthers of Des Moines, Iowa, we believe to be the true one and worth millions of dollars to the people of our nation and Prof. Dodd justly merits the recognition of being the greatest living authority on lightning.

## A. P. Aldrich & Sons Co., Boston:

The A. P. Aldrich & Sons Co., which achieved notoriety by the promise of extravagant dividends, is bankrupt, Frank O. White having been appointed receiver May 7, on the petition of several creditors having claims aggregating \$13,000. The assets and liabilities are unknown. Of this concern King's Financial Bulletin, Boston, of recent date, says:

A. P. Aldrich & Sons, No. 201 Chamber of Commerce, Boston, Mass., incorporated under the laws of Massachusetts, 1904. At the present time this company has a capitalization of \$150,000, and I am informed that nearly all of the stock has been disposed of.

The company no longer has an office in the Chamber of Commerce, and is not represented in the chamber, altho its president, A. P. Aldrich, was a member up to the time of his death, nearly a year ago. Alvin E. Aldrich, a son of A. P. Aldrich, who is now president of the corporation, was expelled from the Chamber of Commerce about three years ago for alleged unbusinesslike transactions.

Connected with this corporation are three subsidiary corporations, known as the Ambler & Hobart Co., South Braintree, Mass.; the South Shore Grain Co., Quincy, Mass.; and Fowles Arlington Mills, Arlington, Mass.

This concern formerly did chiefly a commission business in handling grain, etc., in carload lots; but I am informed that its principal business now is in doing a retail jobbing grain business through the South Shore Grain Co., which concern is managed by one F. E. Betts, who was the principal factor in conducting an alleged fraudulent brokerage business on State street, Boston, under the titles of J. M. Fisher & Co., and the Cobb Everett Investment Co., against which concerns fraud orders were issued by the postoffice department several years ago.

While the stock of the A. P. Aldrich & Sons Co. was being disposed of, extravagant advertising matter was sent out for the purpose of attracting the attention of investors; and dividends were paid at the rate of from three to eighteen per cent a month. But it is improbable that the actual profits of the corporation warranted the payment of such dividends.

These monthly dividends were regularly paid until Oct. 1, 1906, at which time stockholders were notified that in the future, dividends would be paid quarterly. No dividends were paid subsequent to that date until late in January, 1907, at which time a quarterly dividend of 3 per cent was paid.

When the larger part of the stock was disposed of, it was sold with the understanding that dividends would be paid monthly and that certificates of stock would be redeemed upon thirty days' notice. As soon as monthly dividends ceased, quite a large number of investors

asked to have their stock repurchased, which requests were not always complied with. Action was brot against the company through a Boston attorney at the instance of two stockholders, and it was temporarily enjoined from doing business by order of the court; but I am informed that these particular claims were fixed up and the business has since continued.

Indiana Grain Dealers Ass'n has changed the time of its Mid-summer Meeting to Wednesday, June 19.

## SAVE YOUR MONEY

Profits consist of what is not paid out for expenses. Fire insurance is necessary to make your business undertakings safe, but a high cost is a burden. The



will carry your insurance at the actual cost for elevator insurance. It is the grain dealers' company devoted exclusively to insuring grain dealers' property. For particulars write

**Secretary C. A. McCOTTER**  
INDIANAPOLIS, IND.

## Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

## Grain Dealers

and devoted to the elimination of everything which adds to the

## Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

## Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

**MILLS AND ELEVATORS ONLY**

Purely Mutual

E. E. PERRY, Secretary

## Elevator and Grain Insurance

THE OLD RELIABLE

## Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Assets - - -	\$1,898,142.34
Losses Paid - -	1,766,407.89
Net Cash Assets -	367,263.93

## MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.  
Paid \$110,724.14 in losses last year.  
Added \$24,230.30 to surplus last year.  
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, -	\$10,158,139.43
Face value of notes, - -	1,451,877.89
Cash Assets, - - -	300,148.96

D. R. SPARKS, Prest. A. R. MCKINNEY, Sec.  
Chicago Agent: M. W. Fugitt, 740 National Life Bldg.

## Grain Shippers

## Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,460,000
Risks in force, Tornado.....	1,010,990
Admitted Ledger Assets.....	\$10,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.  
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

FOR THE

Convenience of Its Patrons

THE

# Millers' National Insurance Co.

Maintains **three General Agencies** aside from the Home Office.

Inquiries from the various sections of the country should be addressed as follows:

### Pacific Coast

J. N. JUST, 628 Peoples' Savings Bank Bldg.,  
Seattle, Wash.

### Southwest

CHAS. H. RIDGWAY, Board of Trade,  
Kansas City.

### Northwest (This side the mountains)

H. M. GILES, 114 Corn Exchange,  
Minneapolis, Minn.

### Central and Eastern States

HOME OFFICE OF THE COMPANY,  
205 La Salle Street, Chicago.

Policies for \$1,000 to \$20,000 on both mutual and cash plans for two months to five years, the mutual cost about half stock company rates.

**NO INSURANCE BETTER.**

**NONE AT LOWER COST.**





## Elevator and Conveyor Belting

THE BEST MADE  
ALSO  
THE CHEAPEST

GET OUR PRICES BEFORE BUYING  
WE GUARANTEE SATISFACTION

The Gutta Percha & Rubber Mfg. Co.

224 and 226 Randolph Street, CHICAGO.

## WEBSTER MACHINERY

FOR GRAIN ELEVATORS  
AND FLOUR MILLS

We Manufacture the Latest

GRAIN HANDLING AND POWER  
TRANSMITTING MACHINERY

IT WILL COST YOU ONLY A  
LETTER TO GET OUR PRO-  
POSITION FOR SOLVING  
YOUR HANDLING PROBLEM.

WEBSTER M'F'G CO.

1075-1111 West 15th Street, CHICAGO

## YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE  
UNLESS YOU

**ARREST**

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place

MINNEAPOLIS, MINN.

EVANS' PATENT AUTOMATIC NON-  
REVERSING

**FRICTION-STOP**



For attachment to electric motors driving grain elevator legs, to prevent backing and consequent choking when power is off; simple and effective. Send for descriptive circular and prices.

SCOTT F. EVANS  
MINNEAPOLIS  
MINNESOTA

## Grain Elevator Machinery

THAT WILL STAND THE  
MOST RIGID INSPECTION

WE CATER SPECIALLY TO  
THE TRADE. TRY US.

WELLER  
STANDARD  
CONVEYOR



**BEST  
ON THE  
MARKET**

Stronger, easier to repair.  
MORE WORTH FOR THE  
MONEY. Send us your orders for  
all kinds of Power Transmission  
Machinery.

WELLER MFG. CO.

Chicago, Ill.

WRITE FOR OUR LARGE CATALOG No. 18.